

Prices and Prospects.

COKE MARKET STRONGER FOR BOTH FOUNDRY AND FURNACE

Price of Former Now \$5.00 to \$6.00, According to the Quality and Brand.

FURNACES IN OPEN MARKET

For Prompt Coke, Prosumption Being They Are Short on Contract Deliveries; Coal Market Stiffens Materially; Coal Supply to be Considered.

Special to The Weekly Courier.
PITTSBURGH, Aug. 13.—The foundry coke market is much stronger, and the furnace coke market a trifle firmer, than a week ago. Practically all quotations on contract foundry coke have been withdrawn. Producers of foundry coke experience so much difficulty in taking care of spot and prompt demand together with shipments on contracts already made, that they do not care to obligate themselves as to the future, when the wing is almost certain to bring operating and shipping difficulties.

As illustrating the one of the foundry coke market, several operators who recently were glad to sell on contract at \$5.50 and have sold prompt lots at \$5.25 to \$5.50, dependant a week ago. Practically all quoting \$5.00 on prompt, letting business get away from them if the price is not paid, and are refusing to quote on contracts at all. There is still some \$5.00 foundry coke to be had for prompt shipment, but the offerings are very far from numerous and are confined entirely to the less well known brands. The advance in foundry coke is chiefly by way of an increase in spread between furnace and foundry grade and thus reflects the tightness of the labor situation, it being difficult to secure the class of labor required to prepare and ship foundry coke as against furnace coke.

Several furnaces have been buying prompt coke in the open market, and the surplus of furnace coke on track has thus been visibly reduced. The circumstances attending the buying of this prompt coke are no known positively but the trade is of the impression that the buying was occasioned by the furnaces being short on contract deliveries. There may be some stocking of coke against next winter but in general there does not seem to be much disposition to add to stocks at furnaces, which are said to be of fair proportions already.

Some furnace coke is to be had for prompt shipment at \$3.55, but there is less available at this figure than there was last week at \$3.80. As formerly, the common asking price is \$4.00, but buyers have been able to shade that price when they had occasion to buy. The spot market is quotable at \$3.25 to \$4.00 against \$3.80 to \$4.00 a week ago. The contract furnace coke market has not taken any new turns, and remains quotable at \$4.25 to \$4.50, on the basis of recent quotations and transactions, but these figures may soon be entirely nominal. Foundry coke for spot or prompt shipment is now quotable at \$5.00 to \$5.50 against \$5.00 to \$5.50 formerly quotable, while figures can no longer be quoted on contract foundry, which is practically not a market proposition now. Thus the market is quotable in general as follows:

Prompt furnace \$3.85 @ \$4.00
Contract furnace \$4.25 @ \$4.50
Prompt foundry \$5.00 @ \$5.50

The whole coal market has stiffened materially even in one week. Demand is heavier and production is increased but little if at all. Good grades of gas coal are at \$2.50 for mine-run as minimum in the Pittsburgh district and while \$2.25 may be shaded occasionally on steam coal it is more frequent for a higher figure than that to be paid.

With the further stiffening in the coal market there will be furnished a crucial test of the theory so long propounded, that if Connellsville operations could get a better return by shipping coal than by making and shipping coke they would do the former. It is a question of coal supply and the railroads have their say in the matter. Taking the Connellsville region as a whole the operators are much better fixed in coke car ratings than in coal car ratings, and when shipping conditions are tight it is difficult to set up fresh coal car ratings. Furthermore, for decades it has been the railroad philosophy that coke cars when needed are a prime requisite for without coke blast furnaces cannot operate and the furnaces when operating provide much freight traffic.

The local pig iron market is very firm but is not distinctly active. In the matter of changes in demand and supply there is almost a deadlock. The furnaces operating are sufficient, but barely sufficient, to supply current requirements, but on the other hand there is not a broad enough demand to take care of additional furnaces and thus the supply of pig iron is far from plentiful while at the same time there are many idle furnaces. It would be difficult for an idle furnace to gather up enough business to justify its going into blast. As a matter of fact only about 35 per cent of the merchant blast furnace capacity of the country was in blast in July, and the production was at 10 per cent less rate than in June, so that the fact that pig iron is far from plentiful is readily ac-

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING AUGUST 9, 1919.				WEEK ENDING AUGUST 2, 1919.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	10,001	12,133	6,865	140,532	10,001	11,787	7,214	131,585
Lower Connellsville	17,077	7,960	9,117	81,638	17,077	8,035	9,039	74,514
Totals	30,078	20,093	15,982	222,170	30,078	19,822	16,253	206,100

FURNACE OVENS.	WEEK ENDING AUGUST 9, 1919.				WEEK ENDING AUGUST 2, 1919.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	15,670	9,736	5,334	118,790	15,670	9,390	6,250	113,583
Lower Connellsville	6,226	2,150	4,070	25,540	6,226	2,336	1,990	24,220
Totals	21,896	11,886	10,004	144,330	21,896	11,726	10,370	137,803

MERCHANT OVENS.	WEEK ENDING AUGUST 9, 1919.				WEEK ENDING AUGUST 2, 1919.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	4,331	2,397	891	21,742	4,331	2,397	891	21,000
Lower Connellsville	10,851	5,801	5,047	56,098	10,851	5,632	1,940	50,485
Totals	14,182	8,201	5,938	77,840	14,182	8,029	2,831	71,485

ANDREW CARNEGIE WILL BE LAID TO FINAL REST TODAY

Burial in Lot Selected and Purchased at Sleepy Hollow, N. Y., Some Years Ago.

LEAVES HALF A BILLION

Philanthropist's Wealth as Great as It Ever Was Despite His Large Benefactions; Brief History of the Steel Industry's Foremost Master.

LENNOX, Mass., Aug. 13.—Andrew Carnegie, who died here Monday morning from bronchial pneumonia after a short illness, will be buried at Sleepy Hollow, N. Y., tomorrow morning in a lot he purchased some years ago. Services will be held at Shadow Brook, country home of the deceased magnate, at 11 o'clock by Rev. Benson N. Wyman, pastor of the Lennox Congregational church, where Mr. and Mrs. Carnegie had a pew, and Rev. Dr. William Foxon, pastor of the First Presbyterian church, New York. The body will then be taken on a special train to Sleepy Hollow.

The wealth of Mr. Carnegie is estimated at \$500,000,000. When he retired in 1901, he sold his securities of the Carnegie Steel corporation to the United States Steel corporation for \$393,450,000 in bonds of that company, besides stock in the company. He was possessed of large interests in addition to those bonds.

When he started in 1891 to give his fortune away, he made investments into his capital for several years in gifts to libraries, for peace propaganda and to other philanthropic causes. The main body of his fortune, however, is believed to have been left intact and in recent years to have increased by the accumulation of interest until, according to estimates today it may approximate half a billion dollars. The fortune of \$393,450,000 in five per cent bonds, if added to interest by investment since 1901, would amount to about a billion dollars today, but his numerous benefactions prevented this. According to financial authorities, however, the iron master's ambition to die poor was not realized, and despite the scale of his philanthropies, it was believed that his fortune was at his death as large as it ever was.

Andrew Carnegie, destined to become the world's foremost steel master and princely public benefactor, was born in Dunfermline, Scotland, November 25, 1835, the son of a poor weaver. He came to this country with his family, settling at Pittsburgh, where he started as bobbin boy in a cotton factory, at \$1.25 a week. In four years he became chief telegraph operator at \$75 a week. Then his employer is said to have given him a tip. Carnegie took the tip, invested \$800 borrowed by mortgage on his mother's home in 19 shares of Adams Express company stock and came out a winner.

Carnegie became a telegraph employee of the Pennsylvania railroad, and was an operator during the Civil War for the War Department. But he kept his connection with the Pennsylvania railroad and the sale of steel rails and other supplies to this railroad got him interested in iron manufacture. He first became interested in the old Kloman forge, and after that his progress was steady and sure.

While he was not a pioneer, in the matter of years as to the founding of the iron trade and its manufacture, yet he appeared as a mighty factor in the Pittsburgh industrial world following the ending of the Civil War, and when the great steel mergers were put through in the late 90's, it was around the personality of Andrew Carnegie that much of the original negotiations centered but it was a speech made by his then right hand man, Charles M. Schwab, before a group of New York bankers that is popularly believed to have given the late J. Pierpont Morgan the inspiration that afterwards led to the formation of the United States Steel corporation, with the Carnegie works at Pittsburgh as the nucleus.

The original scope of the merger

AN ANALYSIS OF THE NEW RAILWAY LABOR SITUATION

American Mining Congress Issues a Statement and Warning.

CONSEQUENCES FORECAST

Complete Break-Down of Commerce and Industry is Threatened; Strike and Its Disastrous Effects Upon the Efforts to Prevent a Coal Shortage.

MINES OF INDIAN CREEK VALLEY SET A RECORD IN JULY

Shipments of Coal Reach 500 Cars, the Largest Output Ever Reported.

PRODUCTION IS DOUBLED

Just Twice What It Was a Year Ago! About 20 Mines in Operation Between Mill Run Junction and Jones Mill; Timber Trade Brisk, Too.

With the coming of the expected business revival Indian Creek valley coal operators are anticipating a demand unprecedented in the history of that part of the Western Pennsylvania region. Output now is more than double what it was a year ago and has been gaining steadily. July shipments amounted to 500 cars, which is the record for the valley.

About 20 mines are in operation between Mill Run junction and Jones Mill, with the plant of the Meierott Coal company, near Champion, in the lead and the Sagamore Coal company, nearby, second. Other openings are contemplated, it is said, when the demand justifies.

Besides coal the Indian Creek Valley Railroad company is having several cars of logs daily to the mill of the Indian Creek Valley Lumber company, a D. B. Zimmerman enterprise, just north of Indian Creek station. The lumber is sent along Back creek, a line several miles long having been constructed to tap it. Great stacks of sawed lumber have made their appearance at the mill. Shipment of the lumber has not begun and will not be started until after the expiration of the 60-day period allowed for the material to season.

Coal and timber are the principal products of the valley. There is considerable merchandise freight hauled, however.

ONLY TWO IDLE STACKS

Among the Furnaces of the Shenango Valley District.

With the lighting up last week of the stack of the Sharpville furnace company, and the Alice furnace of the Valley Mould and Iron Corporation, and No. 4 furnace of the Shenango furnace company, all at Sharpville, all the stacks in the Shenango Valley except two are now in blast.

The only inactive merchant stacks are Ema at West Middlesex and Claire furnace at Sharpville, operated by E. W. Mudge & Company of Pittsburgh.

FAIRBANK & CO.

Open Offices in Uniontown With Coke Region Man in Charge.

Fairbank & Company, with general offices in Cleveland, who have been identified with the steel, iron, coal and coke business for 25 years, have established an office in Uniontown in order to get closer to the production end of the coal and coke business.

Harvey C. Bartel, identified with the coke industry of the Connellsville region for ten years, will be in charge of the branch office.

To Make Rate Adjustment.

Readjustment of railroad freight rates to South Atlantic and Gulf ports will be started soon by the Railroad Administration.

Production and Output

Effects of a Strengthening Influence is Felt in Region

COKE TRADE SUMMARY.

The coke trade has felt the effects of a strengthening influence. Demand for both coal and coke has been quickened, prices have stiffened and production and the number of producing furnaces have increased. The over-production of a month or six weeks ago has been completely counteracted, the region being now completely in a state of equilibrium. Today there is only one time during the preceding seven months. With more active buying by furnaces and steady shipments on account of contracts the weekly output is passing unobstructedly from ovens to consuming points. Inventory yards practically clear of stock, even at furnace open plants.

Industry is still being experienced in securing requests for coal and coke into box cars and some emergency shipments are going forward in open tops. Consumers much prefer the former mode and are entirely willing to pay the price and to wait delayed shipments which often result from shortage of loaders. While the labor supply, on the whole, is about equal to the demand, evidences are apparent to show that in case of a quick extension the region would experience a more pronounced shortage.

While prompt furnace coke has shown a firm price, the foundry has developed a price range of \$5.00 to \$5.50.

QUICKENED DEMAND AND FIRMER PRICES FOR BOTH COAL AND COKE.

The coke region is feeling the effects of a strengthening influence in the trade. There has been a quickened demand, particularly for prompt coke, both furnace and foundry; a distinct stiffening in price with more inquiries for last quarter requirements, and with gains in production and the number of producing ovens. Steam and by-product coal are sharing in the stimulation, both in the matter of firmer prices and larger demand.

The region has completely counteracted the effects of the slight over-production following Independence Day, the sidings being free of unconsumed loads today than at any time during the preceding seven months. With the development of a demand from furnaces for prompt coke, together with shipments on account of contracts, the weekly output is moving without delay from ovens to the point of consumption, there being comparatively little stock on the oven yards.

In isolated cases, there is need for more workers, especially at plants engaged in loading coal in addition to coke making, but taking the region as a whole the labor supply is about equal to needs. It is realized, however, that this point has been reached in this respect where there will be more or less general shortage in case there should be a sudden or large expansion of demand for coal and coke.

At plants where foundry coke is loaded into box cars continued difficulty is reported in procuring men for this class of work. So pronounced has this particular class of labor shortage become in places that several days are required to load out cars. Some foundry coke is being shipped in open tops but this is in cases of emergency only, most consumers of this grade preferring box cars and being willing to pay the additional cost of loading as well as to accept delayed shipment, which frequently becomes necessary.

Coke car supply is far from equal to demand and no complaint is heard on that score, but coal car supply shows no improvement. If anything, it is less satisfactory than last week or the preceding week. Distribution is ranging from 70 to 75 per cent with an average of about 50 per cent, taking the region as a whole. The deficiency is general among the roads serving the region; not confined to one or two roads.

The feeling of unrest which the country at large is experiencing is without particular manifestation or effect in the coke region unless it be that buying of both coal and coke has been stimulated by the prospect of a up of transportation systems or other untoward circumstances tending to stop the gradual improvement in industry.

The estimated production of coke for the week ending Saturday, August 9, was 222,170 tons, which brings the output up to the level of the first week in March, and adds another week of steady gain to the 11 which have elapsed since the upward turn began with the third week of May. By districts last week's production was as follows: Connellville, 140,532; a gain of 5,547 tons; Lower Connellville, 81,638; a gain of 7,135 tons; or a total gain of 12,682 tons. By interests the production was: Furnace, 141,330; a gain of 9,425 tons; merchant, 77,840 tons.

The net gain in the number of active ovens was 258. The H. C. Frick coke company added 266 ovens at 13 of its plants while the merchant ovens decreased 58. The Frick company is now operating 55.4 per cent of its ovens; the furnace interests at a whole 54.3 per cent, and the region as a whole 55.7 per cent. The six-day schedule is now more generally observed than for some weeks past although a few plants, some of large interests, hold to five days.

NEW CONCERN.

Dunbar Coal and Clay Company is Organized.

The Dunbar Coal and Clay company has been organized with the following officers: President, Andrew J. Clark of Pittsburgh; vice president, Joseph Meyers and L. M. Nemon, both of Dunbar; secretary, John Cechler of Pittsburgh; treasurer, Charles Nemon of Dunbar. The company has opened offices in Connellsville street, Dunbar. The company's present holdings constitute what is known as the Hardy plants and are among the richest in coal and clay in the vicinity. They will be extended from time to time.

To Sell By-Product Plant.

The by-product plant of the Hamilton Otto Coke company at Hamilton, O., will be disposed of at trustees' sale on September 17, according to present plans.

Big Gain in River Shipments.

Records of the lockmaster of Lock No. 1 on the Monongahela river show that during the month of July the shipments of coal totaled 30,016,000 bushels, or an average of almost 1,000,000 bushels per calendar day. June shipments were 26,420,000 bushels, or 4,596,000 bushels less than in July.

Big Mortgage Record.

The Somerset Coal company which owns the coal under but one farm in Donnell town, Westmoreland county, has been obliged to enter a mortgage for \$3,585,000 covering all of its holdings for record in that county.

SCOTSDALE FURNACE, IDLE SINCE MARCH 8, TO RESUME SATURDAY

Means Employment and Steady Work for From 200 to 250 Men; Orders Plentiful.

SCOTSDALE, Aug. 13.—Announcement was made this afternoon of news that will be pleasing to Scottdale and the community in general, that on Saturday morning operations will be resumed at the Scottdale furnace of the McKinney Steel company which has been idle since March 8, at which time it was closed for repairs.

Resumption at the steel plant will mean the employment of 200 to 250 men. The resumption will be in full. The company can make use of more men for unskilled labor, which is on a plane above ordinary labor, also stock boys, etc.

As soon as the plant is running smoothly, which will be in a few days, the capacity will be increased to the 1,100,000 tons a year, which is the product is put iron exclusively. It is said the company is well supplied with orders.

During the summer on a number of improvements have been made. These include the installation of a new boiler, a new pig iron breaker and a new pumping system. In addition repairs were made to the stoves and the plant was generally overhauled and is now in first class, modern condition.

The company does not take for raw materials. For some time it has been stocking up on ore and regardless of conditions that may arise to curtail the supply it will be prepared to operate steadily, so far as raw material is concerned.

News that the plant is to resume was received with general satisfaction.

FACE STARVATION

Freight Tie-Up Causes Food Scarcity in W. Va. Coal Fields.

CHARLESTON, W. Va., Aug. 13.—Thousands of miners and their families in the Logan, Coal River and Cabot creek fields are faced by starvation within two or three days and actually are suffering privations at this time, it was declared here today by coal men who are interested in those fields, the situation being the result of the railway freight and passenger tie-up on the branch lines of the Chesapeake & Ohio railroad. The rough mountainous topography of these fields make it impossible to transport enough foodstuffs by other means to feed the 125,000 population in these fields, it was declared.

Information of the desperate situation faced by these coal producing sections will be placed before the striking railway employees at their meeting tonight in Huntington and Hinton, according to statements made here. Three hundred miners on the Chesapeake & Ohio lines were closed down today, throwing 30,000 miners out of employment.

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The A. B. C. of the "Plumb" Plan

What the press bureau of the Plumb Plan League terms "The A. B. C. of the Plumb Plan" is thus described in a circular issued from Washington headquarters:

What is the Plan?

It is a plan for the public ownership and the democracy in the control of the railroads.

Who Has Endorsed It?

The two million organized railroad employees of America; and the American Federation of Labor, approving the principle of government ownership, has instructed its executive committee to cooperate with the officers of the railroad international in their efforts. It also has been endorsed by several farmers' organizations.

How Does It Propose to Buy the Roads?

By issuing government bonds with which to pay for the legitimate private interests in the railroad industry.

How Does It Propose to Operate the Roads?

By a board of 15 directors, five named by the President, to represent the public; five elected by the operating officers; five elected by the classified employees.

Does This Mean Government Operation?

No; it is operation by a board in which those having the responsibility have also the authority. It is superior to government operation because it prevents control by an inefficient bureaucracy; and it is true democracy since it gives the men engaged in the industry a voice in its management.

What Becomes of the Surplus?

After operating expenses are paid, and fixed charges are met, including the interest on outstanding government securities, the surplus is divided equally between the managerial and classified employees, the former receiving double the rate received by the latter class. This is not a profit, since the corporation has no capital. What the men receive is a dividend on efficiency.

Is This a Bonus System?

No, it is giving those who increase production a share of the results their increased effort has produced; and this share is theirs for as long as they are actually in the service, and is not forfeitable.

Why Do Operating Officials Receive the Larger Rate of Dividends?

Because it serves as a greater stimulus to the group with the most responsibility. And since the operating officials would lose dividends if wages were increased it acts automatically to prevent collusion between labor directors and the operating directors to outvote the public's directors in raising wages beyond a reasonable level. The chief argument against the plan is that the public loses control of its own property and that the men in charge cannot be prevented from combining to pay themselves extortionate wages. This method of sharing dividends sets up a natural barrier against collusion.

Is This the Only Protection For the Public?

No, the rate-making power remains with the Interstate Commerce Commission, and if wages were raised so high that rates had to be increased, the commission could refuse to change them, and shippers might appeal to the courts for redress. If the operation by the directors resulted in a deficit Congress can revoke their charter.

Does This Difference in Dividends Create Hostility Between Officials and Men?

No, because without harmony between them neither group can earn dividends. An official in working for his own dividend is working for the dividend of his subordinates, for one cannot gain unless all gain.

Does the Plan Assure a Decrease in Rates?

It provides that when the government's share of the surplus is five per cent or more of the gross operating revenues, rates shall be reduced accordingly to absorb the amount the government receives. For instance: If the entire surplus one year is \$500,000,000, and this is 10 per cent of the gross operating revenue, the government receives \$50,000,000. And because this is five per cent, rates are decreased five per cent. See what follows. Without new economies or new business the profits the next year would be only \$250,000,000, and the employees and the government would receive only half the amount of the year before. But decreased rates mean more business; and also, the reduction in dividends would stimulate the employees to improve their operation by applying better methods. So the tendency is to assure constantly decreasing rates, to add to the volume of business, and to give the most efficient service human ingenuity and devotion can provide. Decreased rates mean cheaper commodities; and so, through the effectiveness of the railroads, the purchasing power of money is increased, not only for the railroad man, but for every wage earner and every purchaser.

What Does the Government Do With Its Share of the Surplus?

It invests it in improvements and extensions, thus adding to the value of the railroads without adding to the fixed charges. It retires the outstanding bonds, thus reducing the fixed charges. Ultimately the public has a railroad service at cost.

Does the Government Pay For All Extensions?

No, the community benefited must pay if it can; if it is able to pay all the building of the extension is obligatory. If it only pays part, the government pays the remainder, but only makes the extension as it deems wise. And where the general public and not a local community would be benefited, the government pays the whole bill.

How Are Disputes Between Officials and Men Adjusted?

By boards, to which the operating officials elect five members and the men, five members. In case of failure to reach an adjustment, the case is appealed to the directors.

Who Determines the Rate of Wages?

The board of directors.

Who Supervises the Purchase of the Roads?

A purchasing board, composed of the Interstate Commerce Commission and three directors of the new government corporation, one director from each group.

Who Decides the Value of the Private Interests in the Railroads?

The courts. It is a judicial question, and is to be answered only after an examination of the charters of the existing companies, the laws under which they are created, and the manner in which the company has lived up to its charter and these laws.

Will the Public Have to Pay For Watered Stock?

No. The public will probably pay less than two-thirds of what the railroads claim as their value.

Are There Other Savings?

Yes, the public can obtain the money to purchase the lines at four per cent, whereas the public is now charged rates to guarantee the roads six and one-half per cent on their money. The saving on the present capital account of the railroads would be about \$400,000,000, and on an honest valuation would be nearly twice this sum. The Plumb Plan provides for a sinking fund and every year one of the fixed charges would be one per cent of the outstanding indebtedness, to be used in retiring the bonds. The government also uses its profits in retiring bonds, so eventually, probably in 50 years, the people would own the roads debt-free. A further saving would be in the operation of the roads as a unified system, which permits the interchange of equipment, the end of wasteful competition, and greater economy in buying supplies. Under this plan passenger rates of one and one-half cents a mile, and a reduction of freight rates by 40 per cent appear reasonable.

AN ANALYSIS OF THE NEW RAILWAY LABOR SITUATION

Continued from Page One.

"According to the evidence developed in the hearing this week before the Congressional committee, plans are being made to raise by subscription or otherwise money to the amount of \$2,500,000 and ten millions if necessary for the purpose of educating the public to the so-called Plumb plan of operation of the railroads, which will not be a purchase of the railroads of the United States, but in effect and in fact, a seizure by Congress at the behest of less than 2,000,000 railroad men backed by 2,500,000 additional members of the Federation of Labor and the installation of a communistic theory of management in the operation of public utilities.

"There is reason to believe from the public and private utterances of the officials of the railroad brotherhoods that unless labor's program is granted paralysis of the railroads is to be expected, with its attendant break-down of all commerce and industry. Former President A. B. Garretson of the brotherhood denies that there is such a plan, a contradiction of previous published statements.

CANADIAN PACIFIC

LIVING ARGUMENT FOR PRIVATE OWNERSHIP

Emerges Stronger Than Ever From the Severe Tests of the War; Gives Good Service at Fair Cost.

The Canadian Pacific railroad stands as the most convincing, living argument for private ownership of great transportation lines—a sharp contrast to the state of our own roads. It has been subjected to the severest tests of the war; heavier, even, in many ways than those borne by our own lines. And it has emerged triumphant, stronger than ever and greater, too, in popularity, says the New York Sun.

It gave service to the government, at reasonable costs. Beyond that, it afforded very substantial aid; \$40,000,000 of its stock was loaned to the government and it bought, of the second Canadian loan, \$12,477,000 of bonds. The British government has not yet paid for its service in full; nevertheless the road is prosperous and financially sound.

Nor has it done this by any inordinate raise in prices to the public. The shipper and passenger are pleased, as they are getting good service. On the other hand, its employees are well paid and have their full share in its prosperity. Threatened labor troubles were settled in advance, and it has had no strikes such as ours. Its men got the equivalent of the "McAdoo scale" as soon as ours did.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, August 9, 1919.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
182	Beatty	Mt. Pleasant Coke Co.	Greensburg
180	Brush Run	Brush Run Coke Co.	Mt. Pleasant
180	Clare	Clare Coke Co.	Greensburg
10	Dillon No. 1	Whitely Coke Co.	Uniontown
50	Bilea No. 2	Whitely Coke Co.	Uniontown
100	Elm Grove	W. J. Hatney	New York
80	Port Hill	W. J. Hatney	New York
10	Franklin	Samuel C. Hill Coke Co.	Connellsville
101	Gilmore	Gilmore Coke Co.	Uniontown
50	Grace	W. J. Hatney	New York
5	Helena	Samuel C. Hill Coke Co.	Youngwood
115	Humphrey	Hesla Coal & Coke Co.	Pittsburg
275	Mt. Braddock	W. J. Hatney	New York
210	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	Myers	Erwinfield Coal & Coke Co.	Uniontown
43	Nellie	Nellie Coke Co.	Connellsville
328	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
480	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
400	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
80	Paul	W. J. Hatney	New York
300	Revere	W. J. Hatney	New York
40	Thomas	Whitely Coke Co.	Uniontown
57	West Penn	West Penn Coke Co.	Pittsburg
3,731	2,397		
FURNACE OVENS.			
59	Adelade	H. C. Frick Coke Co.	Pittsburg
456	Alverton	H. C. Frick Coke Co.	Pittsburg
287	Bagnaley	H. C. Frick Coke Co.	Pittsburg
200	Brinkerton	H. C. Frick Coke Co.	Pittsburg
240	Buckeye	H. C. Frick Coke Co.	Pittsburg
260	Calumet	H. C. Frick Coke Co.	Pittsburg
401	Central	H. C. Frick Coke Co.	Pittsburg
460	Collier	H. C. Frick Coke Co.	Pittsburg
100	Continental 1	H. C. Frick Coke Co.	Pittsburg
126	Continental 2	H. C. Frick Coke Co.	Pittsburg
200	Continental 3	H. C. Frick Coke Co.	Pittsburg
120	Cresland	H. C. Frick Coke Co.	Pittsburg
333	Davidson	H. C. Frick Coke Co.	Pittsburg
230	Dorothy	H. C. Frick Coke Co.	Pittsburg
110	Dunbar	Amer. Manganeses Mfg. Co.	Dunbar
272	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
350	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
455	Hosetetter	Hosetetter-Cytle Coke Co.	Pittsburg
240	Junata	H. C. Frick Coke Co.	Pittsburg
266	Kyle	H. C. Frick Coke Co.	Pittsburg
429	Leedspring 1	H. C. Frick Coke Co.	Pittsburg
502	Leedspring 2	H. C. Frick Coke Co.	Pittsburg
502	Leedspring 3	H. C. Frick Coke Co.	Pittsburg
204	Leith	H. C. Frick Coke Co.	Pittsburg
127	Limon	H. C. Frick Coke Co.	Pittsburg
250	Lemon No. 2	H. C. Frick Coke Co.	Pittsburg
500	Mammoth	H. C. Frick Coke Co.	Pittsburg
399	Marguerite	H. C. Frick Coke Co.	Pittsburg
195	Metal	H. C. Frick Coke Co.	Pittsburg
256	Oliphant	H. C. Frick Coke Co.	Pittsburg
400	Philips	H. C. Frick Coke Co.	Pittsburg
142	Redstone	H. C. Frick Coke Co.	Pittsburg
444	Shaw	H. C. Frick Coke Co.	Pittsburg
125	Southwest 1	H. C. Frick Coke Co.	Pittsburg
150	Southwest 2	H. C. Frick Coke Co.	Pittsburg
201	Southwest 3	H. C. Frick Coke Co.	Pittsburg
501	Stewart	Stewart Iron Co.	Uniontown
80	Stewart	Stewart Iron Co.	Uniontown
464	Trotter	H. C. Frick Coke Co.	Pittsburg
350	United	H. C. Frick Coke Co.	Pittsburg
200	Valley	H. C. Frick Coke Co.	Pittsburg
352	Whitney	Hosetetter-Cytle Coke Co.	Pittsburg
300	Wyona	H. C. Frick Coke Co.	Pittsburg
300	Yorkman	H. C. Frick Coke Co.	Pittsburg
245	Youngstown	H. C. Frick Coke Co.	Pittsburg
15,670	9,738		

ESTABLISHED 1859 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON	EIGHT PLANTS:	KINGSTON ENAMER WILLIAM COLUMBIA
--	------------------	---

CONNELLSVILLE, PA.

ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

and they had received earlier advances.

All this has been done by wise, intelligent, honest individual management. Does any sane human being imagine it could be duplicated under our methods of muddle? Are we so much less intelligent and capable than our Canadian cousins?

MINE INSPECTORS

Express Disappointment at Vote of B.M. Increasing Salaries.

A special meeting of the executive committee of the Bituminous Mine Inspectors' Association of Pennsylvania, Thomas K. Adams, president, was held in Pittsburgh last week at which disappointment was expressed by the members because of the vetoing by Governor Sprout of the bill, passed by the last Legislature increasing the salaries of mine inspectors \$500 a year.

As the salaries of the inspectors have not been increased since before the war, notwithstanding the increase of cost of living, the inspectors feel they have not been treated properly; but are at a loss what to do in the matter for two years, unless there is a special meeting of the Legislature.

The matter of wagon mines was discussed, complaint having been lodged with the executive committee that many are being run in a dangerous manner. No action was taken because the state mining laws give inspectors no control over mines that employ less than 10 persons.

NEW SALES MANAGER.

For Reilly-Peabody Fuel Co. in Person of Guy D. Anderson.

Reilly-Peabody Fuel company, Pittsburgh, announces the appointment of Guy D. Anderson as general sales manager of its coke department, effective immediately.

Mr. Anderson has been with the Reilly-Peabody Fuel company for sometime past and succeeds T. J. Atkinson who has resigned and severed all connection with this company.

Have You Coal Land for Sale? If so, advertise it in The Weekly Courier.

Boyts, Porter & Co.

YOUGH PUMPS

Boyts, Porter & Co.

Steam, Air and Electric Driven

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building, Uniontown, Pa.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL Steam Gas Coking	CONNELLSVILLE COKE Furnace and Foundry Low Sulphur Hard Structure
---------------------------------------	---

Shipments via E. & O. R. R. and P. & L. E. R. R. and Connections
N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburgh, Penna.

BELL TELEPHONE 699 GRANT.

Do You Need Job Printing?

We do all kinds of Job Printing at our office from the visiting card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

STRIKE TO FORCE ADOPTION PLUMB PLAN IS CERTAIN

Judging From Attitude and
Expressions of Rail-
way Labor Leaders.

OPINION OF RAILWAY AGE

That Propaganda Will Not Be Relied
Upon Entirely to Promote Advocacy
of the New Scheme of Government
Ownership of Entire Railway System.

That the leaders of the railroad labor brotherhoods are fully prepared to call a general railroad strike for the purpose of forcing government ownership and employee management of the railroads upon the American people, is the opinion expressed by the Railway Age, in an editorial in its current issue. "The railroad labor leaders are plainly trying to create a labor situation which will convince the public and Congress that a return to private operation on January 1, as announced by the President, is impractical," the Railway Age says, "and it is beyond serious question that they are prepared to take the same steps to force Congress to adopt the Plumb Plan of government ownership that they took to force Congress to pass the Adamson Act."

"There have been sinister rumors for several weeks that the leaders of the labor brotherhoods were quietly preparing, first, to prevent the return of the railroads to private operation, and then to force government ownership and employee management. The shop crafts and Brotherhood of Railway Trainmen already have given notice that they will strike unless demands which they have presented to the Railroad Administration are favorably acted upon, and several serious strikes of shop employees already have occurred."

"Among the most ominous signs are statements which are being made by the labor leaders. W. G. Lee, president of the Brotherhood of Railway Trainmen, said before the Board of Railroad Wages and Working Conditions in Washington last week: 'The war is over, but peace is not before us, or I am a poor prophet. We are nearer war today, I believe, than when the Kaiser threw down the gauntlet.' L. E. Sheppard, acting head of the Order of Railway Engineers, also said: 'They tell us that the railroads are going back in January, but mark this prediction: While I am not a prophet, or a son of a prophet, they will not go back January 1.' Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, was quoted in a newspaper interview as having said regarding the agitation for the employees' plan of government ownership: 'We will go far enough to win, and we are going to win.' He was asked: 'What if the roads are turned back to their owners?' He replied: 'If they should be, they wouldn't stay there long, and it is not absolutely sure that they will be turned back by next January.'"

"Three years ago the country was given an example of what Mr. Stone and his associates mean when they say 'We will go far enough to win.' Declining to submit their basic eight-hour day demand to arbitration in any form, the 'Big Four' Brotherhoods frightened Congress into passing the Adamson Law by issuing an order for a tie-up of all the railroads of the United States and refusing to withdraw it until Congress passed the legislation that they wanted. The man who doubts that the nation is going, within the next few months, to be brought face to face with a similar crisis is blind."

"It is easy to sympathize with the complaint of the employees that the benefit of the billion-dollar a year advance in wages which has been given them under government operation has been nullified by the increase in the cost of living. The real question, however, is whether the railway employees are better entitled to further advances in wages than the public is to immunity from the increase in taxes or in freight and passenger rates which a further advance in wages would make necessary."

"If the railroad labor organizations were disposed to rely entirely upon propaganda for the promotion of the Plumb Plan their advocacy of it would afford no ground for concern. Any person, with even an elementary knowledge of economics and railway operation can demonstrate that the Plumb Plan is economically unsound in every particular and that its adoption would result disastrously to the public and in the long run to railway employees themselves. But unfortunately it is daily becoming more evident that the railroad labor organizations do not intend to rely entirely on propaganda to secure the adoption of their plan."

LINKING UP

Of Railroads and Merchant Marine is
a Plan Now Under Consideration.

A plan whereby the railroads of the United States will be brought together with the merchant marine for the direct purpose of aiding American producers to export their goods more economically and rapidly now is a big issue which is being considered by the United States Shipping Board in cooperation with the leaders of the congressional committees on railroads and the merchant marine.

The linking of the two means of transportation also will mean that established routes to every port in foreign countries will be formulated and the railroads and the merchant marine will work together under the direction of official government rules and regulations.

Subscribe Now
for The Weekly Courier. It costs only
12 per year in advance.

SMOCK GARDENS PRODUCE

Inspectors Place Value of \$60 Each
or Total of \$10,000.

Gardens at the Smock plant of the H. C. Frick Coke company this summer have a value of \$10,000, or an average of \$60 per garden, according to an estimate placed by a committee composed of John Solomon, P. H. Sickles and James C. Robinson, which made the annual inspection. The report on garden and lawn awards follows:

Gardens, first prize, House 178, George Wohar, Sr., miner, Slavish; second prize, House 97, John Marhifsky, timberman, Slavish; third prize, House 180, George Wohar, Jr., miner, Slavish.

Special mention—House 157, Andy Demeter, coke worker, Slavish; House 258, George Secora, coke worker, Slavish.

Lawns and flowers—First prize, House 229, Mrs. Robert Risbeck, American; second prize, House 213, Mrs. Andrew Hudik, Bohemian; third prize, House 156, Mrs. Mike Sufka, Slavish.

Special mention—House 178, Mrs. George Wohar, Sr., Slavish; House 180, Mrs. George Wohar, Jr., Slavish; House 216, Mrs. Andrew Rumak; House 224, Mrs. Alex Felderwar.

WHY GOVERNMENT ROAD OWNERSHIP IS BEING OPPOSED

Reasons are Set Forth By the
United States Chamber
of Commerce.

POLITICS WOULD CONTROL

In the Amount and Purpose of Appropriations: Would Require a Credit
of \$20,000,000,000; Operation In-
efficient; Expenses and Rates High.

WASHINGTON, Aug. 9.—In reporting the result of the referendum taken on the question of government ownership of the railroads, the following statement has been issued by the United States Chamber of Commerce: "Complete returns tabulated of the referendum submitted by the Chamber of Commerce of the United States to its member organizations show that 99 per cent of the votes cast were opposed to government ownership of railroads. The national chamber is a federation of 1,120 commercial and trade organizations with a membership of 670,000 business men."

"The national chamber therefore goes on record against government ownership for the following reasons: "First, Under government ownership the development of railroad facilities would depend upon Congressional appropriations which would prevent the anticipation of the transportation needs of the country. Appropriations would not be made in the amount and at the time needed to insure adequate development of the railroads. Political considerations might also control the amount of appropriations and the objects for which they were made."

"Second, To acquire the railroads the government would have to pledge its credit for eighteen to twenty billions of dollars, at a time when other large financing must be done. It would be difficult for the government to dispose of the securities to purchase the railroads, and it would be necessary for the government to secure from five hundred million to one billion dollars of new capital each year. If the government were to assume the burden of financing the railroads at the present time when the war debt is so large, its interest rate would necessarily be as high as, if not higher than, the rate at which corporations could secure capital."

"Third, Government operation is seldom if ever, as efficient as corporate management. Competition, the incentive to efficiency and progress in private enterprises, is absent from the government administration of affairs. Individual initiative is less, bureaucratic methods are more characteristic and the services rendered are less progressively efficient."

"Fourth, While the government would presumably select officers and employees by means of efficiency test, political influences would almost certainly be given weight in selecting men for official positions."

"Fifth, Unless the government adopted the policy of fixing low rates and fares with the intention that any resulting deficit from operations should be placed as an increased burden of taxes upon the general public, rates and fares would be higher under government than under private operation. Under government operation expenses rise in relation to income, and the charges imposed by the government, if a deficit is to be avoided, must be higher than those which it would be necessary to permit railroad corporations to make."

"Sixth, The political effect of government ownership and operation of railroads in the United States would be serious. There are now about 500,000 civil employees of the public service of 2,000,000 railroad employees, the majority of whom are voters, would constitute a force of about 2,500,000 government employees interested in controlling the policy of the government as regards wages, hours and conditions of service. Such a body of employees might easily exercise a controlling interest upon state and national policies."

Seek Coal in Germany.
Coal will be brought from Germany this winter to relieve the acute shortage in Central Europe and reduce shipments from the United States if the plans laid before the Supreme Economic Council of London materialize.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, August 9, 1919.

Ovens	In Works	Name of Operators	Address
40	Adah	Western Fayette Coke Co.	Greensburg
293	Allison No. 1	W. J. Rainey	New York
200	Allison No. 2	W. J. Rainey	New York
142	American 1	Reilly-Debody Fuel Co.	Pittsburgh
240	American 2	Reilly-Debody Fuel Co.	Pittsburgh
30	Anlie	The Wilkey & Feather C. Co.	Uniontown
40	Bellvernon	Bellvernon Coal & Coke Co.	Pittsburgh
30	Browning	Browning Coke Co.	Brownsville
10	Century	Century Coke Co.	Uniontown
40	Champion	Champion Coke Co.	Uniontown
257	Champion	Champion Gas Coal Co.	Pittsburgh
120	Crystal	Hecla Coal & Coke Co.	Pittsburgh
234	Danbo	Hecla Coal & Coke Co.	Pittsburgh
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
100	Dona	Waltersburg Coke Co.	Uniontown
32	Finey	James Byrne & Co.	Uniontown
110	Garwood	Acme-Cville Coke Co.	Connellsville
58	Genuine	Genuine Cville Coke Co.	Uniontown
150	Griffin No. 1	Hecla Coal & Coke Co.	Pittsburgh
200	Griffin No. 2	Hecla Coal & Coke Co.	Pittsburgh
210	Herbert	Cville Central Coke Co.	Uniontown
40	Hillside	Westmorland Gas Coal Co.	Pittsburgh
142	Hill Top	H. Connorsville Coke Co.	Connellsville
104	Hoover	James H. Hoover	McClintocktown
24	Hop	Hoppe Coke Co.	Uniontown
105	Husted	Husted-Semans & C. Co.	Uniontown
266	Hudson	Hecla Coal & Coke Co.	Pittsburgh
140	Junior	Junior Coal & Coke Co.	Uniontown
24	Katherine	Union Cville Coke Co.	Uniontown
226	Lafayette	Atlas Coke Co.	Helen
30	Lincoln	Lincoln Coke Co.	McClintocktown
34	Liberty	Clark Coal Co.	Smithfield
100	Lincoln	Lincoln Coal & Coke Co.	Smithfield
40	Little Gem	The Baker Coal & Coke Co.	Pittsburgh
266	Little Gem	The Baker Coal & Coke Co.	Pittsburgh
34	Luxerne	Luxerne Coal & Coke Co.	Pittsburgh
30	Marion	Southern Cville Coke Co.	Uniontown
210	Mr. Hope	Mr. Hope Coke Co.	Uniontown
130	Old Home	W. J. Marshall	Uniontown
180	Orient	Orient Coke Co.	Uniontown
202	Puritan 1 & 2	Puritan Coke Co.	Uniontown
72	Puritan No. 1	Puritan Coke Co.	Uniontown
100	Rich Hill	Poland Coal Co.	Pittsburgh
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
275	Royal	W. J. Rainey	New York
45	Russell	Russell Coal & Coke Co.	Smithfield
30	Sackett	H. H. Sackett Coal & C. Co.	Smithfield
26	Sapper	Rully-Cullaghan C. & C. Co.	Uniontown
278	Seavright	Taylor Coal & Coke Co.	Uniontown
250	Shamrock	Shamrock Coke Co.	Uniontown
310	Sterling	Consolidated Cville Coke Co.	Uniontown
50	Sunshine 2	McClintocktown C. & C. Co.	McClintocktown
406	Thompson 1	Thompson Cville Coke Co.	Pittsburgh
406	Thompson 2	Thompson Cville Coke Co.	Pittsburgh
240	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
394	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
10	Virginia	Byrne Coal & Coke Co.	Scottdale
500	Washington	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
70	Wineland	Banning-Cville Coke Co.	Uniontown
80	Winmore	Wineland-Gilmore C. & C. Co.	Uniontown
35	Yukon	Whyley Coke Co.	Uniontown

Ovens	In Works	Name of Operators	Address
400	Albia	Pittsburgh Steel Co.	Albia, Pa. Co.
120	Atcheson	Republic Iron & Steel Co.	Gans
700	Bridgeport	H. C. Frick Coke Co.	Pittsburgh
470	Brier Hill	H. C. Frick Coke Co.	Brier Hill
410	Bullington	H. C. Frick Coke Co.	Pittsburgh
500	Bullington No. 1	H. C. Frick Coke Co.	Pittsburgh
150	Colonial No. 3	H. C. Frick Coke Co.	Pittsburgh
300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburgh
250	Dearth	H. C. Frick Coke Co.	Pittsburgh
500	Edgemoor	H. C. Frick Coke Co.	Pittsburgh
200	Fairbank	Struthers Coal & Coke Co.	Fairbank
400	Footedale	H. C. Frick Coke Co.	Pittsburgh
200	LaBelle	McKeeley Coal Co.	Leontia, O.
410	Lambert	H. C. Frick Coke Co.	Pittsburgh
510	Lakewood	H. C. Frick Coke Co.	Pittsburgh
14	Lakewood	Republic Iron & Steel Co.	Youngstown, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburgh
400	Republic	Republic Iron & Steel Co.	Uniontown
350	Ronce	H. C. Frick Coke Co.	Pittsburgh

6,226 2,156



BOOM IN PROSPECT FOR EAST FAYETTE CO. AT OHIOPILE

Development of Big Coal Hold-
ings in That Section Likely
in Near Future.

MINES WORKING DAILY

Enlargement of Tipple and Construc-
tion of Bins for Storage Mean
Steady Time For Employees; New
Equipment is to be Added, Also.

Receipt of orders by the East Fayette Coal company of OhioPILE, sufficient to take care of its present output has put all its mines to working full time and prospects are good for big business in the future, according to company officials.

The East Fayette Coal company has its workings on the western bank of the Yough, just below OhioPILE. The coal is cut with Goodman short-wall machines and hauled to the surface with electric motors. An extension is being made to the present tipple and bins have been placed between benches to take care of the coal on days when there are no railroad cars to load. This arrangement means no layoffs for the employees, but steady work. A larger locomotive is to be secured to convey coal on the tramroad.

The management intends to develop the mines with the idea of materially increasing the output in the near future.

The company has 2,000 acres of Lower Kittanning coal, known as the Miller seam in Somerset county, and 1,200 acres of Lower Freeport coal, with an average thickness of five feet, which will be opened up at an early date.

Sufficient houses have been erected at the plant to take care of its employees. These are rented at the nominal rate of \$6 a month.

The East Fayette Coal company is composed largely of Scottdale men.

NO COMPENSATION

Influenza Cannot Be Considered As
Cause For Claim.

Influenza cannot be considered on the same plane with anthrax in compensation cases, according to a decision by Commissioner Hovey. It is stated that while the terms accident and personal injury "have a wide significance," it is very doubtful whether the contraction of influenza, which is an acute infectious and moderately contagious disease can be included within these terms.

In the case of anthrax or dermatitis, says the opinion, the "time and place of the contraction of the disease are known almost positively" on the other hand, it can be shown with no degree of certainty when or where influenza is contracted.

BIG CONTRACTS

McDonald Electric Company Working
on Large Jobs.

The McDonald Electric Company of this city has lately received some big wiring contracts, among which are the following:

Twenty-five houses for the Sagmore Coal company at Indian Head; twenty-six houses for the Arrow Coal company at Rockingham, Pa., and a \$4,750 contract for the Youngwood Lumber and Supply company.

Steelton-Harrisburg Coke Rate.
The Railroad Administration has authorized publication of a reduced commodity rate of 80 cents a net ton on coke and coke breeze, carloads, from Steelton to Harrisburg, to be made effective on short notice to move material urgently needed at destination.

No More Mexican Laborers.
Commissioner of Immigration Cammish has announced that there will be no lifting of immigration restrictions on the entry of Mexican laborers into the United States for the reaping of sugar cane on general shortage, notwithstanding the exception made in favor of the southern cotton growers.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined
Pipe and Fittings

J. F. WHEATMAN, President.
T. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.
W. G. MOCK, Sec'y and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:
Thompson No. 1 400 Ovens,
Thompson No. 2 400 Ovens,
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:
Pittsburgh R. R.,
Pittsburgh & Lake Erie R. R.,
Baltimore & Ohio R. R.

PITTSBURGH OFFICE:
2102 First National
Bank Building,
Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du POY, President.

JOHN G. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Penna.

Works—Low Price No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. and B. & O. R. E. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically-handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

Oliver and Snyder Steel Co.

General Offices: South 10th and Mariel Streets, Pittsburgh, Pa.
(Works Address: Oliver, Fayette County, Pa.)

Highest Quality of Standard Old Basin

CONNELLSVILLE COKE

High Grade Coal for By-Product Oven Use.

1108 OVENS MONTHLY COKE CAPACITY 70,000 TONS

Mines and Coke Works Located in Fayette County at Oliver, Redstone Junction and Oliver No. 3, Pa., Near Uniontown, Pa.

P. R. R., B. & O. and P. & L. E. Connections.

ORE PRODUCTION

Shown a Decrease of 7.5 Per Cent in
the Year Ending Dec. 31, 1918.

Complete statistics of non-ore minerals in 1918, compiled under the direction of Ernest P. Burchard, show that the iron ore mined in the United States in 1918, exclusive of that containing 5 per cent or more of manganese, amounted to 69,658,278 gross tons, compared with 75,288,851 tons in 1917, a decrease of 7.5 per cent.

The quantity of ore shipped from the mines in 1918 was 75,021,212 gross tons, valued at \$214,368,347, compared with 75,775,297 tons, valued at \$238,260,114, in 1917, a decrease in quantity of 1.7 per cent, but an increase in value of 1.4 per cent. The average selling value of the ore per gross ton at the mines for the whole United States in 1918 was \$3.24, compared with \$3.15 in 1917. The stock of iron ore at the mines, mainly in Michigan and Minnesota, amounted at the close of 1918 to 8,471,597 tons, compared with 11,008,843 tons in 1917, a decrease of about 23 per cent.

The Lake Superior district, comprising all the mines in Minnesota and Michigan and those in Northern Wisconsin, mined nearly 85 per cent of the total ore produced in 1918, and the Birmingham, Ala. district a little more than 7 per cent. Every district except the Chattanooga showed a decrease in 1918.

Advancing in The Weekly Courier.

The Weekly Courier.

Entered as second-class matter at the postoffice at Connelville, Pa., May 1, 1907, under postoffice number 1075. Postpaid at special rate of 10 cents per copy.

THE WEEKLY COURIER, Publishers.
HENRY P. STYCKE,
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J. J. DRESCHE,
Business Manager.
JOHN L. GANN,
Managing Editor.

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SUBSCRIPTION RATES:
DOMESTIC, \$2.00 per year; 5 cents per copy.
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ADVERTISING:
Display rates on application.
Reading notices—Ten cents per line.

THURSDAY MORNING, AUG. 14, 1919.

HIGH PRICES AND YOURSELF.

If in your capacity as a worker of any kind—laborer, mechanic, clerk or member of any of the many classes into which employees are divided, you have not been giving your best, and doing your best to serve the interests of your employer and earn the wages of salary paid to you, you have yourself been contributing to the high cost of living about which you now complain.

If you have filled other positions, or sustained other relations toward the public, in which your acts have not resulted in an economical administration or management of the matters or business in your charge, you, too, have added to the price yourself and others have been paying for the articles and things essential to daily existence.

To the extent that the service you have rendered or the labor you have performed has not been the full measure of your capabilities, or full value for the pay you have received, by so much as it has fallen short has the cost of the product made or sold by your employer been increased over and above what the cost should have been. Because of your delinquencies your employer has been forced to ask a higher price for his product which the consumer, who may have been a person just like yourself, has been obliged to pay.

Perhaps you may not have thought of the matter in this relation, but a little reflection ought to convince you that, prone as we all are to lay the blame elsewhere, we cannot escape our share of responsibility.

While unscrupulous and unscrupulous profiteers, food hoarders, speculators have done the most to make the cost of living an acute question, every person who has failed to prevent reasons for increases in price, or through indifference or inefficiency service has added unnecessarily to the cost of production, distribution, handling or sale, has had a part in the great national pastime of boosting the cost of living. And all this is aside from and in addition to the effect the free indulgence in personal extravagance in living has had in maintaining an upward trend in prices.

In remedying the conditions which have become intolerable for a large part of the country's population the first step must be to apprehend and punish those who have a criminal responsibility growing out of their acts in violation of the laws intended to protect the people in their right to procure the commodities essential to human existence at prices within the range of their capacity to earn and in such quantities as the needs, or themselves and families require. That the accomplishment of these things may be possible the present Administration has pledged given upon the day it assumed power in 1913, to relentlessly pursue to conviction and punishment all persons found to be in any way responsible for the increasing costs of living.

If the public can be convinced that the present efforts in that direction, which Washington has so recently been stirred, are earnest and sincere and will be prosecuted with determination; no measure of support by the public will be lacking. But while the government is somewhat belatedly fulfilling its pledges to "the plain people," as it must now of stern necessity do, we as individuals can help in a vital way if we forget some of our grievances and complaints and turn ourselves somewhat more assiduously to our daily tasks, having diligent care that we do something to keep down the cost of the things we help produce, transport, distribute or sell.

THE "PLUMB" PLAN.

The proposition of the "Railway Brotherhoods" and the American Federation of Labor for the nationalization of the railroads, to be operated under the "Joint Control of the public, the operating management and the employees," is of so startling a character that the general public will feel the necessity for taking time to consider it before reaching a definite conclusion as to its merits, or lack of them.

Outside of the circle immediately connected with the promulgation of the plan comparatively little is known of its details. Until these are studied with care the public will lack information upon which to base an intelligent opinion by which to determine whether the plan is not both government ownership and control under a new guise, instead of "public ownership and democracy in operation," as is claimed for it.

The plan is the result of the formation of the "Plumb League."

The "Plumb League" was brought into being through the joint efforts of the executive heads of the railway employees' organizations, the American Federation of Labor and Glenn E. Plumb, general counsel for these organizations, from whom it takes its name. The league was formed, its founders declare, "for the purpose of uniting in a single organization the millions of American citizens who believe that the time has come when the public must take over the railroads of the country," or, as others have stated, "to secure public ownership and democracy of the railroads."

The following is an abbreviated outline of the provisions of the plan whereby these results are expected to be accomplished:

Government ownership, acquired by expropriation of government bonds for securities now held by investors. Value of the railroads to be determined by the courts.

An operating corporation composed of five men to represent the public, named by the President; five elected by the operating officers; five by classified employees.

Consolidation of roads into a single system, with sub-divisions under the control of boards consisting of men named by the national board of control and the operating officers and classified employees.

Equal division, each year of surplus accruing from increased efficiency, between the government and the railroad employee. Surplus above a certain per cent of operating costs to result in automatic reduction of rates.

Rate making power in the hands of the Interstate Commerce Commission. Wages and working conditions to be adjusted by boards similar to those operating under the Railroad Administration. Board of directors to have final voice in matters determined by the board of directors.

Extensions to be paid for by communities benefited. Extensions of no benefit to the communities in which they are located to be paid for by the government, from its share of surplus.

Until there is an elucidation of the league plan by its supporters which will make perfectly clear the reasons why it should be adopted, and convincing proof furnished to show that it will be feasible, the public will not be inclined to subscribe over it. Otherwise the disposition will be to regard it merely as one of many plans proposed as a means of solving the problem of railroad ownership and control.

Information as to the scope, effect, methods and merits of the plan will be thoughtfully considered by the public and Congress, but time for mature deliberation must be given instead, as has been intimated, of threatening to use force to secure its early adoption. Opportunity must be provided to consider the plan on its merits, just as other propositions coming before the public and Congress are considered. The task of the promoters will, therefore, be to show that the plan will be more than any other in the direction of eliminating the evils of private ownership and the ills of the present system of railroad control, and in permanently adjusting the complaints of the workers while also preventing the imposition of further burdens on consumers. If this can be done fairly and so completely that the benefits of the plan become apparent to everyone, and are found to outweigh its defects, Congress will not have to be forced into action. Unless such convincing proof is offered Congress and the public will be disposed to consider the plan as too impractical for application to a solution of the railroad problem.

SAME AS ORDINARY MALEFACTORS.

In its present distress over the high cost of living the public may be somewhat impatient and expect too great things of the government, but it does have the right to be assured that the Department of Justice will energetically "back up" its declared intention of bringing food hoarders and price extortioners to account.

Whether justly arrived at or not the public long ago reached the conclusion that there has been too much lost motion, too much delay and a singular lack of determination to accomplish results by this department of the government, not alone in reference to the food situation, but in dealing with alien and other offenders against the government before and during the war.

Every conceivable agency for securing information of every necessary kind has been provided and millions of the people's money expended in investigations of divers and sundry kinds. The Lever Act invested government agencies with full power and authority to deal with every willful act, the remote or immediate object or purpose of which is to affect production, transportation, distribution or supply of foodstuffs as a means of securing profits. Although prosecutions have been made, some convictions secured and fines imposed, there has been no appreciable halt in the activities of the profiteers. In fact the business has grown and flourished until the point has been reached when determined steps must be taken to provide consumers relief from intolerable conditions; time when official Washington must cease giving its undivided attention to world problems and get down to brass tacks in the matter of caring for the people at home.

The fact that the government has not been relentless in its pursuit of the profiteers, and has not been satisfied with less than a complete elimination of them from the order of things, has begotten the suspicion that the interests and protective of the people are of secondary consideration. No one in authority can truthfully assert that conditions respecting the distribution and prices of food and other articles of necessity have not been going from bad to worse. Neither can it be denied that unlawful acts have not been committed in pursuance of the unlawful purpose of exacting constantly increasing prices from consumers.

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Thoughtful men are willing to concede that there are two sides to the question and that a safe solution cannot be reached without a sane and sensible consideration of the great issues involved. Unfortunately, however, a member of the Senate and a member of the House, who by virtue of their office should give the country a better example in moderation in thought and expression, have had the indiscretion to indulge in impassioned addresses in which statements and declarations were made that will not tend to promote the kind of feeling by which the parties to a discussion of the questions should be animated. In an address before the Senate a few days ago Senator Thomas, Democrat, from Colorado, delivered himself after this fashion when speaking of the demands of the railroad men:

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The plan has been proposed as a panacea for the evils of the high cost of living, hence is a symptom of conditions about which there is grave complaint, and which it is a pressing duty to remedy. For this reason, and the further reason that it is sponsored by an important element in the work-day population of the country, we must address ourselves, as patriotic citizens, and in a spirit of fairness, to determining whether or not our country safely dare venture upon so radical a change in relation to the ownership and control of utilities as the Plumb Plan proposes.

Likewise the advocates of the innovation must have due regard for the fact that they have made a radical proposal—the most radical and far-reaching in its consequences the American people have ever been called upon to consider. They must, therefore, keep in mind the other fact that they cannot expect acceptance of their plan at the drop of the hat, neither may they hope to enlist sympathy or support by assuming to dictate to Congress what that body, which is representative of all the people, must do in furtherance of a proposition which concerns only a part of the people.

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METHODS MUST BE AMERICAN.

However much a study of the Plumb Plan for nationalizing the railroads may develop that it violates every accepted and proven principle of economics, and in the end would prove disappointing to the railroad employees most of all, we must not idly dismiss consideration of it, or lend ourselves to abuse or ridicule of those who candidly, but mistakenly, believe in the efficiency of the plan as a means of solving the problem of railroad control.

HIGH PRICE OF SHOES DUE TO BIG PROFITS TAKEN BY ENTIRE LEATHER INDUSTRY

Packers, Manufacturers, Distributors and Retailers All Grabbed Too Much, Federal Trade Commission Reports to Congress.

WASHINGTON, Aug. 14.—The Federal Trade Commission has found that the high price of shoes can not be justified by underlying economic conditions. The commission after exhaustive inquiry into the price of hides, leather and shoes reports to Congress that the larger packers control the hide supply and have taken excessive profits and passed increased costs to subsequent steps in manufacture and distribution; that the tanner has taken an exceptional profit; that the manufacturer of shoes has taken unusual margins and that the prices charged by the retailer are not justifiable, each factor in the industry adding to the burden he had to bear before he passed it on to the next.

The summary of the commission's report is as follows:

This report treats of conditions in the leather tanning industry including the hide trade and the boot and shoe industry, including the merchandising of shoes. The period covered by the inquiry is from 1914 to 1918 inclusive, except in regard to certain financial data. The outstanding facts established by the inquiry are as follows:

(1) Between 1914 and 1917 the prices of hides, the principal factor in the cost of producing leather, greatly advanced and the differential between country hides and packer hides increased beyond the usual proportion, due to the more marked increase in the price of packer hides.

(2) Though there was an increase in the cost of hides to the tanner, the prices of his product—leather—advanced to a point that could not be justified by the cost of producing it. This conclusion is supported by the high rates of return on investment received by tanners.

(3) The cost of manufacturing shoes increased greatly between 1914 and 1917, but, as evidenced by the high rates of return on investment, not to an extent that warranted the prices at which manufacturers sold their product.

(4) The absolute margins of profit taken by retail shoe merchants and packers grew not only because retail shoe dealers took too much profit but because the dealer had to pass to the consumer the excessive profits received by butchers for hides and also the excessive profits of tanners and shoe manufacturers.

Speaking of "shoe merchandising," the report says: "The gross profits of wholesale shoe merchants generally ranged above 20 per cent of the cost and they were somewhat greater in 1918 than in previous years. "There was a heavy increase in the price of shoes to consumers between the years 1914 and 1918. The retailer's gross profit is around 50 per cent—some times more and occasionally less. In 1914, the retail merchant's rate of profit was somewhat lower than it was in 1918. The absolute amount of profit per pair of shoes was very much greater in 1918 than in 1914. A good work shoe for men that cost the dealer \$1.75 in 1914 and retailed for \$2.50, cost him \$2.75 in 1918 and retailed for \$4.00. In this instance the retailer took a margin of 75 cents in 1914, or 42 per cent, and in 1918 a margin of \$1.25, or 45 per cent. In a group of shoes that cost the retailer from \$2 to \$2.50 in 1914, a large proportion of them retailed for \$3.50 with a percentage of gross profit ranging from 40 to 64 per cent. The same shoes in 1918 cost the retailer from \$3.05 to \$4.15 per pair and retailed at from about \$5 to as high as \$7 per pair, with the percentage of profit ranging from 39 to 69 per cent. In 1914 the retailer's absolute gross profit for this group averaged a little more than \$1 per pair, while in 1918 it averaged more than \$1.50 per pair.

"The absolute amount of money necessary to conduct business in 1917 and 1918 was greater than in 1914, but the relative cost of doing business practically did not change. The percentage of total sales of dealers that was expended for the conduct of business was approximately the same in 1917 and 1918 as it was in 1914. The volume of business was more than 50 per cent greater in 1918 than in 1914, while their actual expenses in dollars and cents increased only 24 per cent. The actual expense of 32 retailers handling a general line of good shoes was 26 per cent of their sales in 1914, and the expense of 61 dealers in 1917 was the same. Stores handling popular priced shoes had a lower rate of expense as compared with sales than the general class of dealers. It is to be noted also that these popular price stores had a lower rate of expense in 1918 than they had in years prior to that time."

Under this heading "Retail Price of Shoes," the report continues:

"Taking into consideration all the circumstances, the high prices of shoes in 1917 and 1918 can not be justified. Leather manufacturers, shoe manufacturers and retail shoe merchants all made unprecedented profits. "It should be noted in this connection that prices were bound to advance considerably between 1914 and 1917, even though no large profits were obtained. There was an increase in the cost of hides and all other materials used in the manufacture of leather. The shoe manufacturer had to pay much higher prices for leather and other materials and also more for labor as the war progressed. While the shoe merchant did not take a larger percentage of profit on the cost of shoes, the application of the same percentage during the war as was used prior thereto, gave him a much larger absolute profit per pair of shoes.

"The best standard for judging whether or not the prices of a commodity are reasonable is the percentage of the profit on the investment employed in its production and sale. Measured by this standard, shoe manufacturers took more than they should for shoes. Tanners charged more for leather

than they should, and shoe manufacturers likewise charged too much for shoes. Even in 1914 the tanning industry was prosperous; in perhaps a majority of cases earnings were 10 per cent or more and only a very few suffered losses. By 1916 and 1917 it was rather unusual for a company to earn less than 20 per cent. A similar comparison for manufacturers of shoes shows that more than twice as many made a profit of 20 per cent or more in 1916 and 1917 as did in 1914. "The rate of return on investment to shoe merchants cannot be stated, but it is evident from the volume of business they had and from the gross margins of profit they secured per pair of shoes, that their business was very profitable. Taking into consideration all the circumstances, especially the circumstance that the United States was engaged in war, the large profits taken by slaughterers for hides, by shoe manufacturers and retail shoe dealers cannot be justified, and there is consequently no justification for prices that consumers have been compelled to pay for shoes.

"Some relief from the intolerable prices paid by consumers for shoes may be had by (1) a rigid enforcement of the laws against monopolistic control of commodities, (2) legislation forbidding producers of hides engaging in the tanning business, and (3) the adoption of a device in the distribution of shoes that will acquire the consumer with the selling prices of the manufacturer."

COUNTY SCHOOL OF METHODS SCHEDULED FOR AUGUST 21-22

Conference of High School and Grade Teachers Will Be Held in Connection Therewith.

The program for the sixth annual school of methods to be held Thursday and Friday, August 21 and 22, in the Uniontown high school building was announced last evening by County Superintendent John S. Carroll. The instructors will be Paul E. Beck, state supervisor of music and drawing; Robert C. Shaw, superintendent of Westmoreland county schools; John H. Altemann, superintendent of Uniontown schools; C. G. Pierce, superintendent of Pottsville schools; Mrs. Hazel Kaffer Peden, Pittsburg; P. O. Peterson, Scottsdale; A. E. Wright, principal Uniontown high school, and S. P. Ashe, superintendent Connellsville schools. Morning and afternoon sessions will be held.

In connection with the school of methods and conference of high school teachers and grade principals, supervising principals and school directors will be held Friday morning, August 22, in the study hall. The conference will be in charge of Albert Montgomery, A. E. Wright and B. B. Smith. Mr. Carroll extends a very cordial invitation to the superintendents, principals, teachers and school directors of Uniontown, Connellsville, German township and Redstone township to unite in making the school of methods successful. The program follows:

Thursday morning—Devotion, John W. Willard; vocal music, John C. Wilson; leader; calisthenic drill, C. G. Pierce; how to prepare for the first day of school, L. L. Mosser; how to conduct work of the first day, E. G. Mallory; how to classify pupils properly, T. M. Means; vocal music, John C. Wilson; how to prepare for the teaching of a lesson, W. L. Fife; how to assign a lesson, R. E. Jensen; calisthenic drill, C. G. Pierce; class drill, reading, first year pupils, Alpha French and Lida Jaquette.

Thursday afternoon—Vocal music, John C. Wilson; how to conduct a recitation, C. H. Cuppitt; how to conduct oral drills and reviews, R. K. Smith; how to teach pupils to study, A. E. Wright; how to conduct study periods, J. T. King; calisthenic drill, C. G. Pierce; how to economize time in school work, Q. G. Vincent; how to keep school room sanitary, A. W. Moats; vocal music, John C. Wilson; calisthenic drill, C. G. Pierce; community singing, games and plays on high school lawn by Mrs. Hazel Peden, C. G. Pierce and John C. Wilson. Friday morning—Devotion, H. C. Dis; vocal music, John C. Wilson; how to secure regular attendance, F. A. Harrah; how to prepare pupils for promotion, D. D. Watkins; calisthenic drill, C. G. Pierce; instruction in penmanship, P. O. Peterson; drawing in public schools, Paul E. Beck; recreation on high school lawn, Mrs. Hazel Peden, John C. Wilson and C. G. Pierce.

Friday afternoon—Vocal music, John C. Wilson; music in public schools, Paul E. Beck; calisthenic drill, C. G. Pierce; some vital school questions, Robert C. Shaw; recent school legislation, J. H. Altemann; physical training, C. G. Pierce.

CENSUS OFFICIALS

F. M. Richey Supervisor for Fayette, Somerset and Greene Counties. Announcement of census supervisors for the 24 districts of Pennsylvania has been made. Those in this section of the state follow:

Nineteenth district—counties of Butler and Westmoreland, George H. McWhorter, Greensburg. Twenty-first district—counties of Fayette, Somerset and Greene, Francis M. Richey, Connellsville. In 1910, Pennsylvania's population was 7,665,111. The nineteenth district had 305,993 people and the twenty-first, 264,045.

If you have coal land for sale advertise in The Weekly Courier.

MACCABEES WILL SOON START WORK ON NEW BUILDING

Committee of Five Members Appointed to Supervise Construction Work.

PLANS ARE APPROVED

Keystone Lumber Company to Do Carpenter Work; Bids Will Be Received for Brick and Plumbing; Fine Structure Planned.

At a meeting of Young Men's Maccabees, Thursday, a committee of five members was named to supervise construction of the proposed new lodge home on East Crawford avenue. They are: J. M. Franks, Edward R. Snyder, J. W. Howard, Isaac Cropp and H. G. Batten.

This action was taken when Record Keeper Batten was notified while in Pittsburgh yesterday that plans for the proposed improvement had been approved by higher officials of the order, without whose consent the work could not have been started.

The Keystone Lumber company will do the carpenter work, which may cost in the neighborhood of \$4,000, it is estimated. This will be done by the day, so only an approximate of the cost is possible. Bids will be asked on the brick and plumbing.

The Maccabees property is that formerly owned by H. M. Kephart on East Crawford avenue, formerly occupied by the News, and where Alderman W. D. Colborn has his office. The front is to be replaced with brick. There will be two stories and a basement. The two lower floor front rooms will be rented for commercial purposes. Other sections of the building will include offices, a parlor, dance hall, pool room, pool room, card room and small gymnasium with modern equipment.

The Maccabees paid \$3,500 for the property. Eventually, an entire new building will replace the present structure.

\$6,500 IN BONDS BURNED

Cleaning Out Safe, Jules Schlenger Thinks They're Old Paper.

Liberty bonds to the value of \$6,500 were tossed into a bonfire at Broad Ford the other day in mistake for waste paper removed from the safe of Jules Schlenger, proprietor of the Broad Ford hotel at Broad Ford. Not for some time after they were carried out by a boy did Mr. Schlenger discover the loss. The bonds were then charred beyond hope of saving. Efforts are now being made to ascertain the numbers in order to have them redeemed by the Treasury Department. Mr. Schlenger recently bought the old Union Supply company store and has been making preparations to occupy that as a hotel as soon as the court grants permission. He was engaged in removing an accumulation of old papers from his desk and the safe and inadvertently the bundle of bonds, which Mr. Schlenger estimates as containing \$6,500, was consigned to the flames.

ESTATES APPRAISED

Mrs. Nancy Blackstone of Dunbar Township Left \$3,991.03.

The appraisal of several estates in this section of the county were filed at Uniontown last Thursday. Among them were:

Estate of Nancy Blackstone, Dunbar township, \$3,991.03, consisting of a savings account of \$3,274.09 and a checking account of \$716.94 in the First National bank of Connellsville.

Estate of Charlotte Henshels, Perry township, \$2,355.97, of which \$1,377.75 was on deposit in the Second National bank of Connellsville, \$312.84 in the Title & Trust company and \$665.38 in the Union Savings bank of Pittsburg.

Estate of Mrs. Margaret L. Hughes of Connellsville, consisting of a grocery store valued at \$1,019.03 and household goods valued at \$219.25.

MURRAY NEW PRINCIPAL

Former Fayette Teacher Heads East Huntingdon Township High.

At a meeting of the school board of East Huntingdon township Monday, Chester B. Murray, a former Fayette county teacher but for the past three years connected with the Sunbury high school, was elected principal of the township high school at Alverton for the term beginning September 2. Prof. Waugaman, a brother of Superintendent J. Nevin Waugaman of the Scottsdale schools, was elected to a place in the high school and Miss Frye to the grades. The corps is now complete.

The school board will meet tomorrow with the teachers to complete preparations for the opening of the term.

FIRST RETURN LAST

Scottsdale Boy, Who Enlisted Early, Now Getting Home.

With Raymond Hutchinson of the Fifth Marines in this country and "Pat" Hickey of the Engineers on the way home, Scottsdale will soon have back the first four boys to enlist after war was declared.

Hutchinson was the first and Hickey the second. Edgar Kelly and George Reed, the next to sign up, were assigned to the 40th Aero Squadron. After the armistice Kelly was assigned to M. P. duty while Reed was detailed as a driver for the food commission in Europe. Both arrived home last week, Reed having been discharged in France.

Advertisement in The Weekly Courier.

1919 BARGAIN DAYS BREAK ALL RECORDS DESPITE BAD WEATHER

Total Sales Even Bigger Than 1918, Majority of City Merchants Declare.

"With all that rain Wednesday, business was better than the opening day last year. The two days exceeded the business of 1918 which was the best year on record in bargain days."

The above is one of many statements similar in substance relative to the annual bargain event which officially closed yesterday but which in many stores is being continued to the end of the week.

All agree that the volume of sales far exceeded anticipations notwithstanding the fact that conditions the first day could not have been more unfavorable. There is much on the counters in the way of bargain inducements which will tend to make good business for today and Saturday.

OPEN TO SERVICE MEN

Sixty Days Allowed for Them to Take Tests for Government Jobs.

Under an opinion of the attorney general recently rendered to the civil service commission, United States soldiers, sailors and marines who missed opportunity to enter civil service examinations because of their military or naval service may now be given a chance to qualify for government employment. The commission will open only to honorably discharged service men examinations which were pending on April 6, 1917, the date of America's declaration of war, or which were subsequently announced, and for which registers of eligibles now exist.

Sixty days from August 1, 1919, will be allowed soldiers, sailors and marines in which to be examined for positions for which examinations have already been held if they were discharged from the military or naval service prior to August 1, and 60 days from the date of their discharge will be allowed those discharged subsequent to August 1, 1919.

LIGHTNING FATAL

Farmer Struck by Bolt and Instantly Killed.

Harry Randlett, 38 years old, while shocking hay Thursday evening on his farm midway between Chalk Hill and Farmington, was struck by a bolt of lightning and instantly killed. There was not a mark or scar on his entire body. His shoes were broken, his shoes cut from his feet and his trousers leg cut, by the lightning, but the body was not burned.

Mr. Randlett is survived by his widow, Mrs. Jennie Cromwell Randlett, three children, his mother and stepfather, Mr. and Mrs. L. H. Workman, of near Farmington, one brother, Ewing, of Alicia, two sisters, Miss Lida B. Gleason of Elliptitsville and Miss Edna Gleason of Farmington. Funeral services Saturday afternoon from the house at 3 o'clock followed by services at the Chalk Hill Lutheran church.

TAKE EXAMINATIONS

List of Those Who Sought State Certificates.

Among the applicants who took the examination for teachers' permanent certificates in Greensburg Thursday were Jessie M. Dinger, Scottsdale; Eva L. Lynch, Perryopolis; Ida O. Christner, Grace E. Brown, Nellie Stephens, Mount Pleasant; Edna Pearl Torrence, Dawson; Mary Hixon, Alverton; Kathryn Henry, Leisenberg; Mary F. Jenkins, Meyersdale, and Grace A. Rohlf, Farmington.

Prof. B. B. Smith, principal of the city high school, and Prof. Joseph E. Robinson, Uniontown, were members of the examining board. The examinations were for teachers in Fayette, Westmoreland, Somerset and Indiana counties.

GOLD TEETH STOLEN

Dental Office Robbed of Narcotics and Attorney's Bridge-Work.

When Dr. J. J. Kenny, a Uniontown dentist, returned from a vacation trip to Atlantic City he discovered that during his absence his office had been entered and a bottle of cocaine, a bottle of morphine and 14 gold teeth stolen. The teeth belonged to Attorney Charles Kefover of Uniontown, who was having repairs made to some bridge-work. They were valued at \$250.

Tony Merrill was arrested by the Uniontown police Thursday, charged with being implicated in the theft. He involved several members of a gang of young men.

YOUNG STORE SOLD

South Side Grocery Bought by J. W. Shanefelter of Smock.

After 17 years in the grocery business in Connellsville, John M. Young Thursday sold the stock and fixtures of his store in the Colonial theatre building to J. W. Shanefelter of Smock. The new owner took charge this morning. The consideration was not made known.

Mr. Young states that his plans for the future are indefinite. He began business in South Pittsburgh street 17 years ago and five years ago moved to his location which he occupied when he disposed of his business.

Discharged from Army. William E. Coleman, who has been in the service since September 27, 1917, has received his discharge from the army, returning to his home in Greensburg, Wednesday night. He was assigned to Headquarters Company, 330th Machine Gun Battalion for some months. The discharged soldier is a son of Mrs. Elmer Coleman.

Orders Five Cans of Food. Youngstown, Ohio, has ordered five cans of food.

Advertisement in The Weekly Courier.

REGISTER'S AND CLERK'S NOTICE

The following executors, administrators, guardians, and trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court, and the same will be presented for confirmation to the Orphans' Court of Fayette County at the Court House, Uniontown, Pa.

MONDAY, SEPTEMBER 1, 1919.

No.	Deceased.	Accountant.	Filed.
1.	Edward Hayes Marshall.	Eleanor Marshall Thomas, Executrix.	May 16, 1919.
2.	Florence B. Hoye.	Richard W. Dawson, Administrator.	May 21, 1919.
3.	Filippo Roberti.	Concetta Roberti, Administratrix.	May 31, 1919.
4.	Ewing Christopher.	W. E. Christner, Administrator.	May 31, 1919.
5.	Elizabeth J. Beal.	George Wray and U. J. Ewing, Administrators.	August 1, 1919.
6.	Andrew Matson.	George E. Swearingen, Administrator.	May 24, 1919.
7.	Robert Rankin.	S. S. Tuttle, Administrator.	July 17, 1919.
8.	Joseph Rothman.	W. L. Douglas, Executor.	July 22, 1919.
9.	Martin Ward.	Richard W. Dawson, Administrator.	June 11, 1919.
10.	Nellie L. Cook, minor.	Richard W. Dawson, Guardian.	July 25, 1919.
11.	John Morgan Bower.	Valley Deposit & Trust Company, Administrator.	June 18, 1919.
12.	Anna J. Bower.	Valley Deposit & Trust Company, Administrator.	June 18, 1919.
13.	Giovanni Bastieri.	Gregorio Cerri, Administrator.	June 29, 1919.
14.	Albert Collins.	James M. Collins, Administrator.	June 23, 1919.
15.	Joseph H. Pack.	James R. Wheeler, Administrator, et al.	June 17, 1919.
16.	Joseph H. Pack.	Josephine Sharpack, Administratrix.	July 22, 1919.
17.	John G. Butler.	William K. Butler, Ancillary Administrator.	June 25, 1919.
18.	Saverio Magliocchi.	Luigi Magliocchi, Administrator.	July 5, 1919.
19.	Rhoda Devapor.	Margaret Devapor, Executrix.	July 15, 1919.
20.	Elizabeth Workman.	Lewis H. Workman, Administrator, et al.	July 22, 1919.
21.	George Grotzky.	William H. Blans, Administrator.	July 31, 1919.
22.	Lillian Gould Christian.	Martin C. Hess, Administrator.	June 16, 1919.
23.	Paul Gordon.	C. J. Mack, Administrator.	July 15, 1919.
24.	John Gordon, Sr.	Henry Shuman Hackney, Executor.	July 1, 1919.
25.	Robert Junk.	John Gaddis Dixon, Executor.	July 31, 1919.
26.	William S. Cook.	T. S. Lackey, Administrator.	July 31, 1919.
27.	Grace Thorpe, minor.	Elva T. Burhans and T. Burhans, Administrators of L. M. Burhans, deceased, Guardian.	July 24, 1919.
28.	James M. Burhans.	Elva T. Burhans and James T. Burhans, Administrators.	July 24, 1919.
29.	Joshua Armstrong.	H. A. Cotton, Trustee.	July 29, 1919.
30.	Harry A. Cotton.	Harry A. Cotton, Administrator.	July 29, 1919.
31.	Margaret H. Phillips.	Nathan O. Phillips, Administrator, et al.	July 25, 1919.
32.	Amy Stevenson.	R. P. King, Executor.	July 29, 1919.
33.	Russell Christian.	James M. Loar, Administrator.	July 23, 1919.
34.	Dora Stroud.	Dora Stroud, Executrix.	July 23, 1919.
35.	Hugh B. Hardin.	Annette J. Hardin, Administratrix.	July 23, 1919.
36.	Margie Bar.	Ell Bar, Administrator.	July 20, 1919.
37.	Bessie M. Wilgus.	Charles H. Beaton, Administrator of Bessie W. Stevenson, deceased, Executrix.	July 20, 1919.
38.	Margaret Louise Hughes.	Mary P. Duget, Administratrix.	July 29, 1919.
39.	Honora Mulligan.	Eugene O'Donovan, Surviving Executor.	July 29, 1919.
40.	Andy Snak.	Francis J. Snider, Administrator.	July 25, 1919.
41.	Elizabeth Workman.	Fayette Title & Trust Company, Trustee.	July 29, 1919.
42.	Maebel Kearns Craft.	Robert W. Allen, Executor.	July 31, 1919.
43.	Willard H. Barnes.	Dr. James I. Cochran, Administrator, et al.	August 1, 1919.
44.	Frank A. Barker.	H. George May, Administrator.	August 1, 1919.
45.	David Lynn.	Fayette Title & Trust Company, Trustee.	July 29, 1919.
46.	Sarah Lynn.	W. J. Lyons and Joseph M. Baker, Administrators, et al.	July 31, 1919.
47.	James William Rankin.	James William Rankin, Administrator.	August 1, 1919.
48.	Martin E. Kane.	James H. Kane, Administrator.	August 1, 1919.
49.	Ida Leroy.	Walter S. Billinger, Administrator.	July 25, 1919.
50.	Henry Shackelford.	Walter S. Billinger, Administrator.	July 26, 1919.
51.	Edna H. Himes.	Walter S. Billinger, Administrator.	August 1, 1919.
52.	Ida Himes.	Walter S. Billinger, Administrator.	August 1, 1919.
53.	Nancy C. Blackstone.	Louise B. Hoffman, Administratrix.	August 1, 1919.
54.	Hannah M. Norman.	Citizens Title & Trust Company, Executor.	August 1, 1919.
55.	Louis H. Himes.	Citizens Title & Trust Company, Executor.	August 1, 1919.
56.	Mary Ann Swaney.	Anderson C. Kiger, Administrator, et al.	August 1, 1919.
57.	William Arison.	Lee Hensaker, Geo. Arison, John Cuffman and Elsie Craib, Administrators.	August 1, 1919.
58.	Samuel Barnum.	Byron R. Kelly, Executor.	August 1, 1919.
59.	Frances Barnum.	Byron R. Kelly, Administrator.	August 1, 1919.
60.	Domino Calvanese.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
61.	Carlo De Blasio.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
62.	David Bezarov.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
63.	Ida E. Porter.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
64.	Alonso P. Bowie.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
65.	Jane A. Murphy.	Samuel W. and William A. Murphy, Administrators.	August 1, 1919.
66.	Edwin Ray Emory.	J. W. Dawson, Administrator.	August 1, 1919.
67.	John D. Simpson.	John D. Simpson, Jr., and George R. Simpson, Admrs.	August 1, 1919.
68.	James A. Grimm.	Fayette Title & Trust Company, Administrator.	August 1, 1919.
69.	Marya Sasinska, now Mary Clele.	Fayette Title & Trust Company, Guardian.	August 1, 1919.

ADIT NOTICE

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette County at the Court House at 10 o'clock on each of the following days, viz:

Accounts Nos. 1 to 12 inclusive on Monday, September 22, 1919; Nos. 13 to 24 inclusive, on Tuesday, September 23, 1919; Nos. 25 to 26 inclusive on Wednesday, September 24, 1919; Nos. 27 to 48 inclusive on Thursday, September 25, 1919; and Nos. 49 to 69 inclusive on Friday, September 26, 1919, and time set forth in the above notice at that time and place for the purpose of settling and settling all other interested parties and if they see fit and present their claims against the said estate or for be barred from coming upon said fund.

HENRY R. TITTINGTON,
Clerk of Orphans' Court.

17 MEMBERS OF THE MATTHEWS FAMILY IN WORLD WAR: ONE DIES

Letter Telling How Clyde Matthews Gave Up His Life Read at Remmon.

Out of about 400 members, 300 attended the 12th annual reunion of the Matthews family, Thursday at Shady Grove park. The committee in charge had provided many amusements for the entertainment of the guests and a most enjoyable time was had. Races were held and different games were played. Prizes were awarded as follows: Clothesline contest, Mrs. Charles Martin of Dunbar; cake walk, Miss Mary Vandell; largest cake, Mrs. Elizabeth Conway; 100-yard race for girls, Miss Helma Wood of Connellsville; 100-yard race for boys, Clarence Pratt of Uniontown.

In the morning addresses were made by Attorneys D. W. McDonald and George B. Jeffries of Uniontown. Thomas H. Matthews of Perry, president of the organization delivered the address of welcome.

In the world war the family was represented by 17 members. One of the soldiers, Clyde Matthews, was drowned when he stepped off a footbridge which had been hurriedly constructed for a quick advance upon the enemy. The other service men who registered yesterday were: John W. Matthews, Ray Matthews, Homer Matthews, John Evans, Thomas Evans, Charles McNatt, Daniel Conn, Ralph Conn, Ora Hagan, William Hagan, Robert Ray Holland and James Martin.

A letter from Chaplain L. M. Schorn of the 60th Infantry to John W. Matthews, cousin of the dead soldier, under date of July 4th, from Ebel, Luxembourg, was read. It follows:

"Your letter to the Graves Registration Bureau about your cousin was referred to me for action.

"The troops of our regiment were ordered to cross the Meuse river and canal. After trying several times to get up bridges, which were always blown up by the Germans, a small foot bridge was swung across. Some of Company H's troops got across in the night. Clyde Matthews was drowned, most likely walking off the bridge into the river as the night was very dark.

"He was a brave soldier, ready to go ahead no matter how great the danger. The machine gun and artillery fire was terrible and still our men crossed. General Pershing characterized this feat as one of the greatest in history. Men swam the river when no bridges were at hand. It was a glorious deed and you can feel proud to know that your cousin so nobly gave his life. May God bless you."

Officers elected were: President, R. N. Matthews; secretary, Mrs. Elizabeth Conway; treasurer, Charles Ralschel.

The history of the Matthews family in this country dates back to 1740. In that year Giles Matthews settled in this vicinity, near what is now Trotter. It was then a wilderness. He immigrated from

DAWSON HAS RICH STREAK OF PATRIOTISM, CIVIC PRIDE AND 18-CARAT AMERICANISM

**Town of 950 Buys \$1,169,200 Worth of Liberty Bonds;
Gives \$18,000 to the Red Cross; Fills War Chest
With \$8,200 and Does Other Good Work.**

Dawson's spirit of sacrifice in the war is described in the following article, written by Rev. E. A. Glennon, pastor of the Sacred Heart Catholic church, during the war a chaplain in the United States Reserve, which is particularly appropriate in connection with the community homecoming celebration at the Dawson fair grounds Saturday.

"Today the people of Dawson are rendering a formal welcome to their soldier sons. The Dawson of which we write is not the Dawson of the golden region of the Klondike but the Dawson of Fayette county, Pennsylvania. Just as Dawson, Alaska, possessed untold riches of the yellow metal in its original form, so also we hold Dawson, Pennsylvania, is a rich vein of patriotism, civic pride, and 18-carat Americanism. The 'spirit of sacrifice' manifested in deeds by this town of 950 population, points that you can't judge an American town by the number of its inhabitants. Dawson did its duty toward its flag and did it well. The fact this town did its ordinary duty extraordinarily well, calls for the attention and consideration of Fayette county.

"Consider, my friends, this town of 950 people. Consider the fact it gave \$1,169,200 to the Liberty Loan fund. Over one million dollars the people here in Dawson gave and in this giving, we hold the little town deserves a bit of credit for so doing its duty, but we hold it deserves high praise for the 'spirit of sacrifice' prompting such a proof of our civic loyalty. Our banks here bought \$3,500,000 worth of U. S. treasury certificates of indebtedness. To the Y. M. C. A., the K. of C., and Salvation Army, we gave \$4,162.20 and our War Chest fund was \$8,200. As to war stamps, Dawson maintained \$25,000 worth. In regard to the Red Cross they told us we'd have to raise \$8,000. We easily did that and more, for the Red Cross obtained \$18,000. As for the work of the men in particular the work of the Red Cross ladies and the surrounding township, space will not allow us to enumerate all that was done and given. Needle work, bandages, knitting, poured out in steams and waves of love. The Red Cross of Dawson and township did its duty in giving comfort to the U. S. soldier boy. And there's many a lad who walked up and down on his guard of two hours in sleet and snow and zero weather, who thanked and blessed the kind hands that wrought the warmth he had that night. As for the wounded there were piles upon piles of bandages wrapped in Dawson to help keep in that blood so valuable.

"When on Saturday her 103 boys, including the township, march in olive drab, and they proudly and silently swing along with the equally valiant and brave boys of the adjoining towns of Vanderhill and Dickerson Run and Liberty, you may be sure, there will be many who stand there who will feel a peculiar catch at the throat and a thrill, and a desire to get in line and swing along, one-two-three-four, as we used to hear the sergeants sing. Dawson had and still has the spirit of sacrifice, the spirit to do things.

"During the war, it went ahead and did things, never giving a thought as to statistics, cost, and credit for so doing. The proof? Well, just try to get them to boast here or show figures. We had to beg them. And here let me add, you must admit that Dawson ought to be a mighty desirable town to live in. We admit it. Our town folk are surely true blue Americans. And the town has some characteristics, certain other towns we have been in do not possess. Dawson firmly believes in and practices the teaching of the Constitution of the United States which guarantees all of us certain rights, among which are the privilege of worshiping God according to the dictates of our conscience. Here is a place, where, as many different religions as there are found in a larger place. But there's one thing, Dawson respects and that is his neighbor's religion. Each preaches his own, each knows that the other is one of God's children. And so we have forbearance, and mutual good will, mutual respect and most of us obey what ought to be a command. 'Mind your own business.' Indeed as far as being a pleasant place to live in, there's a well known citizen who puts M. D. after his name, who holds it the healthiest place in this region. He will give you statistics to prove that this is one of the spots the discover of the 'Fountain of Youth' missed and we think the former corner is right.

"At any rate, judging us by figures you will admit Dawson's enterprise and service in the war were gigantic."

SAW MUCH ACTION

Corporal Howard Sparks of Indian Head on Front 71 Days.

Corporal Howard Sparks, Headquarters Company, 13 Field Artillery, Fourth Division, arrived at his home in Indian Head from overseas on August 6. He was the first Indian Head boy to enlist and spent 71 days on the fighting front, participating in the following actions: Marne offensive, August 6-12; Soissons offensive, August 12-15; St. Mihiel offensive, September 12-15; Meuse-Argonne offensive, September 25-November 11.

Raymond Sparks, a corpora in Battery E, Seventh Field Artillery, First Division, is still in France.

Both boys are sons of I. L. Sparks of Indian Head.

Coal Land for Sale
If you can land for sale advertise it in The Weekly Courier.

VANDERBILT BOUGHT LIBERTY BONDS TO AMOUNT OF \$267,600

District, Which Embraces Franklin Township, Made Good Record During War.

Not including sums given to the Red Cross, the Y. M. C. A. and other war work agencies and omitting subscriptions to Dawson, Uniontown and Conneltsville, the Vanderhill district, which embraced the borough and part of Franklin township, contributed \$267,600 to the cause of the country during the war, according to figures given out Saturday on the occasion of welcome home celebration by W. A. Cosgrove, chairman of the district and cashier of the First National bank of Vanderhill, through which subscriptions to the several loans were reported. A tabulation by Mr. Cosgrove shows the following:

First Liberty Loan \$14,300
Second Liberty Loan 29,900
Third Liberty Loan 70,250
Fourth Liberty Loan 96,350
Victory Liberty Loan 55,800

Total \$267,600
War Chest fund 1,200

Grand total \$268,800
Associated with Mr. Cosgrove in conducting the campaigns were C. C. Collins, captain of the team which canvassed the borough, and James G. Robinson, who was in charge in Franklin township.

Advertise in The Weekly Courier.

The Grim Reaper

JAMES F. HUSTEAD.
While dressing himself on Monday James Fuller Hustead, 65 years old, morning at his home in Uniontown, was stricken suddenly and died that evening about 5 o'clock. Deceased was born May 28, 1854, on the old Hustead homestead in North Union township, a son of Mr. and Mrs. Robert Hustead. For many years he had resided in Uniontown, where he was in the flour and lumber business until 10 years ago when he retired. His widow, Mrs. Ellen Bane Hustead, and the following children, survive: Mrs. Katherine Miller of Philadelphia; Robert J. of Quakertown; Ira C. Hustead of Pittsburgh; Edgar D. Hustead of Hayswood; and Mrs. Fuller Hogsett of Uniontown.

MRS. L. B. LEADBEATER.
Mrs. Lina Aubrey Leadbeater, aged 54 years, wife of Luke B. Leadbeater, died Monday morning at the home of her brother, R. L. Aubrey in Brownsville.

G. G. HERTZOG.
Prof. G. G. Hertzog, 82 years old, father of Dr. W. S. Hertzog, former principal of the California State Normal school, is dead at his home in California. Prof. Hertzog was an instructor in the normal school there until three years ago when he resigned after serving in that capacity for 50 years. In addition to his son, he is survived by a daughter, Dr. Lucy Hertzog, of Chardon, O.

MRS. CHARLES E. HYATT.
Mrs. Charles E. Hyatt, 48 years old, died Sunday night at her home in Brownsville, following a 16 weeks' illness resulting from influenza. Her husband and two children survive.

CHARLES MASON.
Following an illness of about four weeks Charles Mason, about 71 years old, a former well known resident of Brownsville, died Sunday in the Homeopathic hospital, Pittsburgh.

DOROTHY M. WALLACE.
Dorothy M. Wallace, 13 months old, daughter of Waddell M. and Celia Madden Wallace, died Monday at the family residence in Pittsburgh. Funeral services from the home on Rosetta street, East End, Thursday afternoon. The child's parents are well known in Conneltsville.

MISS JANE GUSEMAN.
Miss Jane Guseman, 57 years old, died Monday at the home of Miss Mary Ann Sterling at Massoutown of paralysis.

MRS. CYRUS HOLLIDAY.
Mrs. Ellen, wife of Cyrus Holliday, died at 11:45 last night at her home in Morgantown, W. Va. Deceased leaves four daughters and two sons, in addition to her husband. Mrs. Ellen Harper of North Pittsburgh street and Mrs. Thomas Jeffries of Dunbar are sisters.

JOHN FINLEY.
John Finley, 70 years old, died Monday evening at his home near New Salem, following a brief illness.

GLADYS P. NILAND.
While visiting at the home of her aunt, Mrs. Frank Kostner, in Cumberland, Miss Gladys Philomena Niland, 17 years old, daughter of Mr. and Mrs. William E. Niland of 404 Highland avenue, was taken suddenly ill and died Sunday afternoon at the Allegheny hospital, Cumberland. Miss Niland left home two weeks ago for Washington, D. C., to visit her aunt, Mrs. Mary Godfrey, and it is believed she injured her spine on the way. She arrived in Cumberland last Wednesday and on Friday evening was taken ill with meningitis. She was removed to the hospital Sunday morning at 11 o'clock for treatment.

Coal Freight Rates

TO EASTERN PORTS. EFFECTIVE JULY 1, 1919.

Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Westmoreland	Latrobe
Baltimore, Md.	\$2.60	\$2.45	\$2.30
Chester, Pa.	2.70	2.55	2.40
Harrisburg, Pa.	2.20	2.05	1.90
Johnstown, Pa.	1.30	1.15	1.00
Labanon, Pa., P. R. R. and P. & R.	2.50	2.35	2.20
New York, N. Y. (3rd BL)	2.80	2.65	2.50
New York, N. Y. (Bklyn)	2.90	2.75	2.60
Philadelphia	2.60	2.45	2.30
Sparrows Point	2.60	2.45	2.30
Stanton, Pa.	2.30	2.15	2.00
South Bethlehem, Pa.	2.70	2.55	2.40
Syracuse, N. Y.	2.70	2.55	2.40
To ATLANTIC PORTS via P. R. R.	2.55	2.40	2.25
Greenwich, local	2.25	2.10	1.95
Greenwich, export	2.25	2.10	1.95
South Amboy, P. O. B. vessels.	2.85	2.70	2.55
Harrisburg Cove	2.60	2.45	2.30
Greenville	2.60	2.45	2.30
Canton, Balto, local	2.25	2.10	1.95
Canton, Balto, export	2.15	1.98	1.83
To ATLANTIC PORTS via B. & O.	2.35	2.20	2.05
St. George Coal Pier	2.45	2.30	2.15
Philadelphia Coal Piers	2.35	2.20	2.05
Philadelphia for Export	2.30	2.15	2.00
Curtis Bay Piers	2.35	2.20	2.05
Curtis Bay for Export	2.15	1.98	1.83

*The Rate from points on the Monongahela River in the Fairmont group south of the Pennsylvania state line to Johnstown is \$1.00 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from point of origin to destination. The Conneltsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Mazonia Branch and from the Fairmont region of West Virginia.

TO WESTERN PORTS.	Pittsburgh	Upper	Lower
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)
Canton, O.	\$1.40	\$1.30	\$1.20
Chicago, Ill.	1.50	1.40	1.30
Cleveland, O.	1.50	1.40	1.30
Columbus, O.	1.50	1.40	1.30
Detroit, Mich.	2.00	1.90	1.80
Indianapolis, Ind.	1.50	1.40	1.30
Toledo, O.	1.50	1.40	1.30
Youngstown, O.	1.10	1.00	0.90
Lake Erie	1.30	1.20	1.10

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rates on basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff naming the rate in question.

The Pittsburgh District includes as far as Latrobe and south on the Southwest Branch to and including Ruffalo; south to but not including Brownsville on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central line. The Conneltsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo; on the Pittsburgh, Virginia & Charleston except Brownsville; and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Conneltsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

TAYLOR COAL & COKE CO. STANDARD CONNELLSVILLE COKE Uniontown Pennsylvania

Following the removal of pus from the spine she sank into unconscious condition and died in that state at 3 o'clock Sunday afternoon. About a year and a half ago she suffered from spinal trouble. Miss Niland's sudden death came as a great shock to her wide circle of friends. The body arrived here this morning on Baltimore & Ohio train No. 9 and was removed by Funeral Director Charles C. Mitchell to the family home. Miss Niland was born in Conneltsville and spent all her life here. She was graduated from the parochial schools in 1916 and would have graduated from the local high school next year. She was very popular among her schoolmates, as well as her many other friends. In addition to her parents, three brothers, Joseph, William P., who saw service in France, and Edward and Miss Mary Niland, all at home, survive.

MRS. ELIZA ANN DINSMORE.
Mrs. Eliza Ann Gibbs Dinsmore, 82 years old, widow of William Dinsmore, died Sunday evening at the home of her sister, Mrs. Ellen Morrison in Main street, Mount Pleasant. Mrs. Dinsmore suffered a stroke of paralysis last April and never recovered from the effects. The deceased was very well known in Conneltsville, having resided here for many years. Since the death of her husband, which occurred a number of years ago, at the Dinsmore home in Crawford avenue, West Side, Mrs. Dinsmore had made her home with her sister, Mrs. Morrison. In addition to one sister, a son Harry Dinsmore of Conneltsville, survives.

Funeral services were held Tuesday at 8 o'clock from the Morrison residence, with Rev. T. C. Harper of the United Brethren church of Mount Pleasant officiating. The body was brought to Conneltsville Wednesday morning and interred in Hill Grove cemetery.

JOHN S. CRAIG.
John S. Craig, one of the best known residents of Uniontown, died Sunday night at his home following a lingering illness. He was formerly with the Fayette County Gas company and later with the Uniontown Water company.

MRS. MARTHA THOMPSON.
Mrs. Martha F. Thompson, 83 years old, died Sunday at the home of her granddaughter, Mrs. Ethel Seese, in Uniontown. She was a life long resident of Fayette county.

MRS. ELIZABETH DENNIS.
Mrs. Elizabeth Dennis, wife of Charles Dennis, died Saturday evening at her home in Uniontown. Her husband and four children survive.

HAROLD McLAUGHLIN.
Harold Lee McLaughlin, six months old, son of Mr. and Mrs. William McLaughlin, Jr., of Youngstown, Pa., died Saturday. Funeral services were held Sunday afternoon, with Rev. D. E. Moberg, of Dunbar, officiating.

J. H. WEAVER.
J. H. Weaver, a well known resident of Conneltsville, died Tuesday night at 11:30 o'clock at his home. He had been in poor health for some time. The deceased was 73 years old and up until a few months ago he was an

interment in Park Place cemetery, Uniontown.

WILLIAM ATWOOD.
William Atwood, 21 years old, son of Mr. and Mrs. Joseph Atwood of Brownsville, was instantly killed Saturday afternoon at Allison coke siding, when he was crushed through the lungs and heart while coupling cars. He had been employed by the Monongahela railroad for the past six years.

MRS. A. G. MYERS.
The funeral of Mrs. A. G. Myers was held yesterday at noon from the family residence in South Fourth street, West Side and at 1 o'clock from the Fairview church near Keokburg. Many relatives and friends of the deceased attended. The interment was made in the church cemetery.

ELAINE MARIE TROMBLEY.
Elaine Marie Trombley, four months old, infant daughter of Walter and Mary Sandusky Trombley, died this morning at the family home, 320 North Ninth street, East Side, Funeral Monday afternoon at 2 o'clock.

LOUIS WALTERS.
Louis Walters, 26 years old, one of the best known young men of Massoutown, died Wednesday at the home of his sister, Mrs. Den Smith at Latrobe, where he had been visiting for some time. Mr. Walters' death was due to complication of diseases.

PEARL KURKI.
Pearl Kurki, six months old, daughter of Mr. and Mrs. John Kurki, died Thursday at the family residence at the Royal brick yards. The funeral Trinity church, followed by interment in the church cemetery.

ADAM C. CALDWELL.
Adam Creamer Caldwell, of Derry, a Pennsylvania railroad engineer for many years, died Thursday at his home following a lingering illness. Mr. Caldwell was known in Conneltsville.

HARRY D. LOUDEN, JR.
Harry D. Loudon, Jr., son of Mr. and Mrs. Harry D. Loudon of Dunbar, died Thursday afternoon. Funeral services were held Friday afternoon from the family residence, with Rev. John W. Waters, pastor of the Presbyterian church of Dunbar, officiating. The interment was made in the Chestnut Hill cemetery, this city.

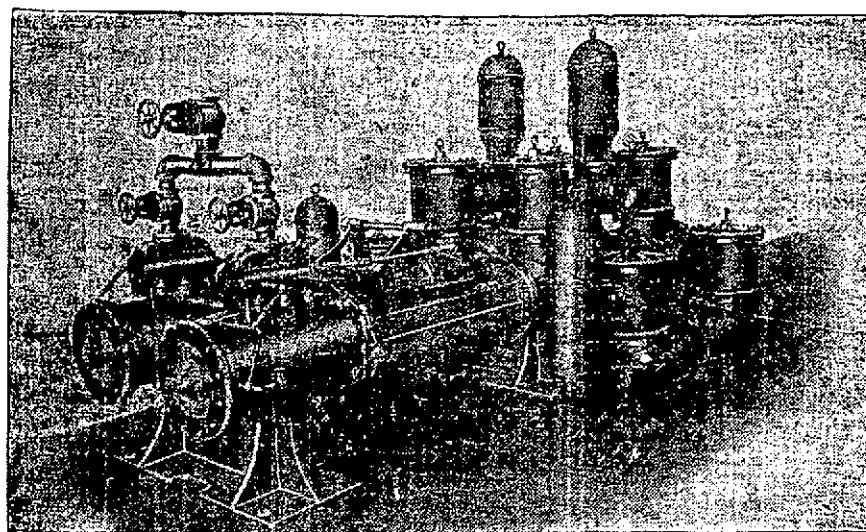
MRS. MARY E. THORNDALL.
Mrs. Mary Ellen Thorndall, a former well known resident of Uniontown, dropped dead at the home of her son, Harry Thorndall at Carrick, Pa., Wednesday afternoon. The body was taken to Uniontown for interment.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,108	Cawade Coal & Coke Co., Tyler and Skysville Wks. 650
Austin Coal & Coke Co., Plants 2 and 3..... 428	H. C. Frick Coke Co., Yorkburg, Shof and Bitter, 1,000
Columbian Coke Company, Smock..... 160	Syracuse Coal & Coke Co., Fairbank Works..... 150

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